No. 9207   號上	零百二千九第 日八十月五年三	三十緒光 HONG	KONG, FLIDAY, JULY Sin. 1887.
 ARRIVALS:  July 7. Benarty, British str., 1,190, Bon Whempon 7th July General —Gra		COBPORATION, LIMITED.	HE Undersigned has received instructions

五拜禮 號八月七英港香

PRICE \$25 PER MONTH

Whampon 7th July, Goneral.—Ginn, Livingston & Co.

July 7, Orion, Austro-Hungarian steamer, 1,833, G. Muttiazzi, Triesto 18th May, and Singapore 1st July, General,-Austro-Hun-GARIAN LLOYD'S S. N. Co.

July 7, Glenearn, British steamer, 1,410, Park, London 24th May, Sucz 8th June, Penang 28th, and Singapore 1st July, General.-Jardine, Matheson & Co. July 7, Amago, German steamer, 771, A. Hun.

dewadt, Swatow 6th July, General.-CHI-NESE. CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

THE JULY. Danube, British str., for Haiphong. Camelot, British str., for Singapore. Rayton Dixon, Nor. str., for Kuchinotzu. Greyhound, British str., for Hoihow. China, German str., for Saigon. Achilles, British str., for Amoy. Canton, British str., for Swatow.

-DEPARTURES:

July 7, DRCIMA, Gorman str., for Bangkok. July 7, Soochow, British str., for Hoihow. July 7, AIRLIE, British str., for Port Darwin. July 7, IRAGUADDY, French str., for Europe. July 7, RAYTON DIXON, Nor. str., for K'notzu. July 7, FREJR, Danish str., for Haiphong. July 7, BILLY SIMPSON, Brit. bk., for Sandakan. July 7, Kono Benc. British str., for Bangkok. July 7, CAMELOT, British str., for Singapore. July 7, CHINA, Go, man str., for Saigon. July 7, C. TON. British str., for Swatow. July 7. MAUNSCHWELC Ger. str., for Lremon.

July 7, ZEPHYR, British g-b., for Canton. PASSENGERS.

Per Orion, str., from Trieste, &c.-Mr. Taus sig, and 97 Chinese, from Singapore Per Glenearn, str., from London, &c .- Mr. Parry, and 475 Chinese, deck. Per Amigo, str., from Swatow.-508 Chinese for Singapore.

Per Iraquaddy, str., from Hongkong.-For Batavia.-H.E. Da Costa (Governor of Timor), and Mr. Krauss Gomez (Secretary). For Marseilles.-Mrs. Serpa, Mr. and Mrs. Aguiar Trigo and 4 children, Mr. and Mrs. de Souza Caldas, Colonel Tadieu, Colonel Hintz, Colonel Stiltz, Messrs. Malsch, Vieira de Sa. Heymann, Huchet, and Skereit Rogers. From Shanghai - For-Marseilles, Messrs. Lucas, Stroin, and Pichon. From Yokohama. - For Saigon. - Mr. Le Bailly. and 79 marines. For Marseilles.—Mr. Collin de Plancy (French Consul), Messrs. Tanegutchi, Y. Hiroya, F. Nuta, K. ()kuda, and S. Oi. Por Braunschweig, str., from Hongkong .-For Singapore-Messrs. G. H. Townsend, von Klamp, von Stark, Mangiro, A. Vantravers, A. Westphal, Mr. and Mrs. Lun Soo Pin and servant, Messrs. Sin Afong, Chung Akow, Nan Ah Kua, Leong Hew Chow, Leong Ah Hing, Leong Tang, and Okes Wo, L. L. L. Ching Ah Ynck, Chew Chow Nam, and 9 Chinese. For Colombet—Mr. R. Fordham. For Aden.—Mr. L. Kniffler. For Sucz.—Mr. von Eisenhart Rothe. For Port Said.-Mr. J. Riddock. For Bremen.-Mrs. Heuckendorff and 6 children. Miss Henckendorff, Messr.s F. Loseband and A Miedbrodt. From Shanghai.-For Southampton. - Messrs. D. McGregor, James Harvey, and

T. D. Edwards. Per Airlie, str., for Port Darwin .-- Mr. G Norfolk, and 42 Chinese. For Sydney,-Messrs. John Frahleush, James Burbridge, M. Jonson, and 44 Chinese. For Melbourne. - Mr. and Mrs. Hagan, Mr. and Mrs. Allen, Mr. Holland, and 70 Chinese. For Adelaide.—3 Chinese. For Tasmania.—30 Chinese. For New Zealand.—6

TO DEPART. Per Danube, str., for Haiphong.-Mrs. Thevenin, Capt. and Mrs. Roze, and 32 Chinese.

REPORTS.

The British steamer Glenearn, from London 24th May, Suez 8th June, Penang 28th, and Singapore let July, reports had fine weather down Straits. From Singapore to Paracels had light variable winds with occasional rain squalls; thence light southerly breeze and sultry weather to Hongkong.

VESSELS PASSED ANJER. June 16, Nederland str. Zuid. Holland, Otto

May 7, from Rotterdam for Batavia, 16, French man-of-war Lynx, Bonnaire, June 16, from Batavia for Cherbourg. 18, Ned. str. Conrad, Adriani, June 18, from UTLER, PALMER & Batavia for Amsterdam. 20, British bark Island City, Warner, June 4, OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, from Freemantle (W.A.) for Shanghai. 22, British ship East Lothian, Ross, from Newcastle (N.S.W.) for Batavia. 23, Amr. ship Mindoro, Hutchinson, May 14, from Manila for Boston. 24, Amr. ship Lucile, Sherman, May 18, from Manila for New York. 24. Italian bark Marcello de-Mari, Chiama,

FOR SALE.

25. Ned. str. Vorwaerts, Turfboer, May 14,

June 4, from Sourabaya for Montreal.

from Amsterdam for Batavia.

FOR SAUT CHEAP.

O CYLINDRICAL TUBULAR GUN-BOAT'S BOIL ARS, 150 H.P. each, with The Celebrated " CARLTON"-11 years old. would be very suitable for driving stationary quality, and are recommended ongines. 1 Large STEAM LAUNCH ENGINE and Vertical BOILERS. 1 Steam FIRE ENGINE BOILER. 1 6-H.P. ENGINE. 2 Steam PUMPS. 2 Horizontal and 2 Diagonal Steam WINCHES. 1 Large Planing Machine. 1 Shaping MACHINE. 1 DRILLING MACHINE. 2 EMERY CLARET, viz., Mouton, Larose, St. Estephe, TOOL GRINDERS. 1 Patent FAN BLOWER. 5 Boxes Tape and DIES. 1 Large double purchase Charwingh. 2 Weston's Pa-TENT BLOCKS, 4 and 8 tons. 6 8-tons HYDRAU- marked LIC JACKS. 2 double acting HAND PUMPS. gal. Water TANK. 1 Bradford's Patent STEAM LAUNDRY, capable of washing about 1,500 pieces Ship's Bottoms, I Powerful JIB CRANE. All the above Machinery are new or as good charges, viz:-

For further Particulars, apply to J. M. ARMSTRONG. Auctioneer.

Queen's Road. Hongkong, 24th June, 1887. JUST RECEIVED.

MUARANTEED the very best Quality HOLLAND GENEVER or GIN in Cases of One Dozen or less, White Crystal Glass Bottles, Key Brand. Also GENEVER in Stone Bettles and Poneranzen BITTERH.

GUNS, RIFLES. REVOLVERS, CART-BIDGES, SHOT, &c., &c., &c.

The RISING HOPE SHAG TOBACCO from Nelle, (Rotterdam.) J. F. SCHEFFER. 21, & 23, Pottinger Street.

renewal premium in all cases, and 13 months under Policies of 5 year's standing, without medical certificate, on payment of a moderate fine; and if death occurs within these 13 months, it is the Company's practice to pay the amount assured, under deduction of the unpaid premiums and fines. After the 13 months the Policy is forfeited, but the surrender value remains available for 5 years, as explained in the Company's Prospectus. Policies of less than 5 years' standing may

THE BORNEO COMPANY, LIMITED, STANDARD LIFE OFFICE. 905---5

Hongkong. FOR SALE. SUNDRIES RECENTLY UNPACKED -"PERFECT" SEAMLESS TENNIS BALLS.

Silicated Carbon Filters (moveable blocks.) Toilet Scaps and Perfumery. Eau de Cologne and Lavender, Water. New Books and Music.

OFFICE STATIONERY & OFFICE SUNDRIES. Billiard Balls for English, French, and American Games. English and American Billiard Cues.

Coffee Mills and Coffee Rossters Waterproof Coats and Chair Aprons. Artist's Chalks, and Sundries. Travelling Spirit Stov s. ELECTRO-PLATED WARE. Swim Belts and Swimming Collars.

CALCUITA PITH SUN HATS. LANE, CRAWFORD & Co. Hongkong 13th June, 1887.

BREWER HAS JUST RECEIVED McCarthy's History of our own times—Jubilee Black's General Atlas, Cosmographic Atlas, Library and International Atlas. Carpentry and Joinery, Tredfold and Tarn. Rough Drawing and Sketching with Supplement, 4th Edition. Colonial and Foreign Office Lists for 1887.

Manual da Missa e da Confissão and Livro da Missa. Letter Writers Companion, and Official Letter Writers. Cheap Commercial Envelopes, \$1.50 per 1,000. Sheffield Cutlery Pocket Knives, Scissors, &c. Cheap Watches and Clocks, good time-keepers. Fancy Goods including Photo Albums, Plush Frames.

Cigar and Cigarette Cases, Opera Glasses, Pencil Cases. Chesp Jewellery, &c., &c. Pianos, for Sale or Hire. Can be bought on the monthly purchase system. Galaxy of Song, &c.

W. BREWER, Queen n 170001.

UNDER HONGKONG HOTEL. EX ELLY & WALSH, LIMITED. NEW AND POPULAR BOOKS.

Yacht Architecture, by Dixon Kemp. International Law, by W. E. Hall. McArthur's "Contract of Marine Insurance." The Family Physician; a Manual of Domestic Medicine.

The Book of Health; edited by Malcolm. Morris. Haydn's Dictionary of Dates; New Edition. A Manual of Yacht and Boat Sailing, by Dixon Kemp.

Burton's "Anatomy of Melancholy." Holme's Text Book of the Steam Engine. The Mechanics of Machinery, by Kennedy.

Short Lectures to Electrical Artisons, by Flaming. Instruction in Photography, by Capt. Abney. The Lovely Wang, by Hon. L. Wingfield. Hand Book to the Desk Office, and Platform. Electricity; its Theory, Sources and Application by Sprague. Skottowe's, "A Short History of Parliament."

The Practical Horse Keeper, by Fleming. Thearle's "Shipbuilding in Iron and Steel" New Edition with Plates, 2 Vols. KELLY & WALSH, LD., HONGKONG. COMPANY'S OFFICE. ESTABLISHED IN 1815.

MADRAS, LAHORE, KURRACHEE, &c. Are represented in China by Mesers. JARDINE, MATHEBON & Co. ..... SIEMSSEN & Co......

LANE, CRAWFORD & Co. & by ....... ing her stay in Hongkong Harbour. H. E. REYNELL & Co. in Japan ..... Subjoined are some of the items consigned by these well-known Shippers SPIRITS.

COGNAC-The popular "4 Star" quality and COGNAC-The well-known "2 Star" quality. WHISKY SCOTCH, in Heart Shaped bottles. a speciality. WHISKY SCOTCE, in Ordinary bottles. The "Glenlivet" Whisky in round bottles. The "Son "e bottle" Whisky of Napier John-

fittings, tested to 150 lbs. to the square inch; WHISKY IRISH, the best selected, very fine, they are suitable for a vessel about 600 tons, or N.B.-All the above Spirits are of excellent

BOILER. 1 Large Steam Launch BOILER. 2 For Invalids use, PORT & SHERRY-Very application at On TAI INSURANCE OFFICE. Superior and reliable. Amoroso, Manza-NILLA, & PALE DET SHERRY, distin- 10th July. guished by Blue, Black, and White Seals, Charming Wines. Suit all tastes.

Medoc in Quarts & Pints. Need no recommendation. For Prices apply to either of the above Firms 1 Force Pump for Testing Boilers. 1 5,000 THE LONDON AERATED WATERS

MANUFACTORY. THESE POPULAR WATERS are now per day, with Boiler and Engine. 1 Hand Power | being Manufactured at Nos. 1 & 2, BEACONS. Machine. 1 Hogging Machine for cleaning FIELD ARCADE, where orders will be received and promptly executed at the usual moderate to rectify the cause of dissatisfaction.

Lemonade....... 3 , , 1.00 Gingerade ...... 2 , , 1.00 Raspberryade ...........2 " " 1.00 Seltzer, Lithia, and }1 D. K. GRIFFITH & Co. Hougkong, 16th June. 1887.

NOW READY. THE KUNG HO CHIH YU WALTZ.

THE FEIHOO WALTZES, B. C. PASSMORE. published by SYDENHAM MOUTRIE. THE PIANOPORTE AND MUSIC WARRIQUES. Shanghai.

Registered Ofice, 40, THREADNEEDLE STREET.

LONDON. Branches in India, China, Japan

AND THE COLONIES. THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits: Fixed for 12 months, 5 per Cent. per Annum. Policies of less than 5 years' standing may also be renewed after the expiry of 30 days on liberal conditions.

Fixed for 6 months, 4 per Cent. per Annum.

Fixed for 3 months, 3 per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms. Agency of the NATIONAL LIFE ABSURANCE SOCIETY. E. W. RUTTER.

Manager, Hongkong Branch. Hongkong, 12th March, 1887. CORPORATION.

TTONGKONG&SHANGHAIBANKIN PAID-UP CAPITAL ......\$7,500,000. RESERVE FUND ...... 4,500,000.

RESERVELIABILITY OF PROPRIETORS 7,500,000. COURT OF DIRECTORS :---Chairman-M. GROTE, Esq. Deputy Chairman-C. D. BOTTOMLEY, Esq. Hon. J. Bell-Irving. E.H.M. Huntington, Esq. H. L. Dalrymple, Esq. Hon. A. P. McEwen. W. H. F. Darby, Esq. J. S. Moses, Esq. Hon. F. D. Sassoon.

CHIEF MANAGER. Hongkong-Thomas Jackson, Esq. ACTING CHIEF MANAGER. Hongkong-John Walter, Esq. Manager. Shanghai—Ewen Cameron, Esq. LONDON BANKERS—LONDON & COUNTY BANK

Hongkong - Interest Allowed. On Current Deposit Account at the rate of [26] 2 per cent, per Annum on the daily balance. On Fixed Deposits For 3 months 3 per Cent. per Annum. For 6 months 4 per Cent. per Annum.

For 12 months 5 per Cent. per Annum. LOCAL BILLS DISCOUNTED. CREDITS granted on approved Securities, and every description of Banking and Exchange usiness transacted. DRAFTS granted on London and the chief commercial places in Europe, India, Australia,

merica, China and Japan. JOHN WALTER Acting Chief Manager. Hongkong, 27th May, 1887.

MOTICE. DULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1. 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for

12 months at 5 per cent. per annum interest. 4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with

each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July. 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or Living Paris and France; a Guide Book by his duly appointed Agent, and the production of his Pass-Book are necessary. For the Honghone and Shanghai Bank-ING CORPORATION.

JOHN WALTER Acting Chief Manager. Hongkong, 8th May, 1885.

TOOCHOW HOTEL FOOCHOW. NEW and COMMODIOUS PREMISES. adjoining Eastern Extension Telegraph

TERMS MODERATE. G. T. BROCKETT. Proprietor. June 1st, 1887. TEITHER the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT

 contracted by the Captain, Officers, or Crew of \* the American Bark "SOUTHEEN CHIEF," dur-ARNHOLD, KARBERG & Co., Agents.

Hongkong, 11th June, 1887. [1147] QUARE BOTTLE WHISKY NAPIEB JOHNSTONE'S BLEND, Superb Quality, CUTLEE, PALMER & Co.'s SELECTION.

Apply to LANE, CRAWFORD & Co., Hongkong. NOTICE.

TENDERS are required for BUILDING CONDENSER; 1,200 feet of FLUES, and a CHIMNEY, 60 feet high, at TAI-YUshan for the Tam Chow and Tal-yu-shan MINING COMPANY. Full Particulars, Plans and Specifications on Tenders will be received up to NOON on the

Hongkong, 24th June, 1887. NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if of VIEWS some NEW SCENES and Photos. sent to the HEAD OFFICE, No. 14, Praya of NATIVE TYPES, copies of which are obtainable Central, will receive prompt attention. In the event of complaints being found necessary, communication with the Undersigned

D. GILLIES, Secretary. Hongkong, 26th August, 1885. TIMBER.

THE Undersigned, Agents for Messrs. E.E. ABRAHAMSON & Co., Sandakan, British North Borneo, are now prepared to submit for inspection Samples of hard and soft TIMBERS suitable for Wharves, Building and General purposes. GIBB, LIVINGSTON & Co.,

Hongkong, 2nd November, 1886. TOORTLAND CEMENT 3 J. B. W H I T E & B R O S. SOLE AGENTS FOR CHINA,

HOLLIDAY WISE & Co.

dersigned has received instructions Sell by Public Auction. TO MORROW. the 9th July, 1687, at 2 P.M., at his Salos Room's Queen's Road, SUNDRY JAPANESE WARE, &c.,

Comprising: --SATSUMA KANGA, IMARI, KIOTO, and TORIO VASES, JARS, PLATES, BOWLS, IN-CENSE BURNERS, TEA and COFFEE SETS.EGG SHELL WARE, ENAMELLED WARE, Gold & Silver INLAID BRONZES KAKIMONOS, EMBROIDERIES, EMBROIDERED SCREENS.

TERMS OF SALE.—As Customary.

J. M. ARMSTRONG, Hongkong, 6th July, 1887.

NOTICES OF FIRMS

NOTICE. THE AGENCY at this Port of MESSES CALDBECK, MACGREGOR & Co. Shanghai, has This Day been TRANSFERRED to Mr. ALEXANDER LEVY.

(Signod) E. JUNES HUGHES. With Reference to the above notice I have This Day Assumed Charge of the Business at this Port of MESSES. CALDECK, MACGRE-GOR & Co., Wine and Spirit Merchants FIHE Undersigned, Agents of the above Com.

ALEXANDER LEVY. Hongkoug, 30th June, 1887. NOTICE.

T HAVE Established myself To-day as SHARE and GENERAL BROKER. H. DRUDE. Hongkong, 4th June, 1887. NOTICE

E HAVE This Day Opened a BRANCH of our Firm at Hankow. ARNHOLD, KARBERG & Co. 1st July, 1887. NOTICE TO MARINERS,

No. 7 (Special),

CHINA SEA. SHANGHAI DISTRICT.

INTENDED WITHDRAWAL OF TEM-PORARY LIGHTSHIP " CHING-TAH."

NOTICE is hereby given that the temporary lightship "CHING-TAH," now marking the wreck of the Chinese transport "WAN-NIEN-CHING. [Vide Notice to Mariners No. 5 (Special), dated the 2nd February, 1887], will be withdrawn as soon as all purtions of the wreck that project above the present level of the bed of the river in its vicinity have been removed; which work, it is expected, will shortly be completed. A. M. BISBEE

Imperial Maritime Customs. Coast Inspector's Office. Shanghai, 28th June, 1887. INHE CHINA & JAPAN TELEPHONE

COMPANY, LIMITED. CENTRAL EXCHANGE 4, CLUB CHAMBERS. The above Company's ExcHARGE is NOW OPEN for Telephonic Communication. Rate of Subscription is the new American of all descriptions kept in stock for sale.

ELECTRIC BELLS a speciality. Moderate Prices. TELL?HONE material supplied on sale or at Current Rates. AGENTS for ELECTRIC LIGHTING,

both ARC and INCANDESCENT. Estimates furnished free. HAROLD DOWSON. Agent

Hongkong. Hongkong, 28th March, 1887. MASONIC CLUB, LIMITED. PPLICATIONS for the APPOINTMENT A or SECRETARY to the above Club are invited; to be addressed to the CHAIRMAN of the Board of Directors, No. 7, Queen's Road

Hongkong, 24th June, 1887. SHING. PHOTOGRAPHER, No. 8, Queen's Road, Opposite the TELEGRAPH OFFICE, HONGKONG.

Hongkong, 2nd July, 1887. Езтавызнед 1864. WINE & SPIRIT MERCHANT,

SHANGHAI. AGENTS AT HONGKONG MESSES. NORTON & Co.,

Marine House, Queen's Road. THE Undersigned have been appointed Sole Agents for the Sale of their Goods in On Petroleum in li-Hongkong and China by Messre. J. & R. TEN-NENT, Glasgow, and Messrs. DAVID CORSAR & Sons, Arbroath. ARNHOLD, KARBERG & Co. Hongkong, January, 1867.

COAL MERCHANTS. have always on hand LARGE STOCKS OF EVERY DESCRIF

TION OF COAL. Address: -- Care of Messes. Kwong Sung & Co., No. 68, PRAYA. TF you want JAPANESE GOODS at Reasonable Prices Go to CASSUMBHOY'S STORE, BEACONSTIBLD ARCADE,

A Large Assortment of New Satsuma and

other Ware, Bronzes, Tea Services, Screens, &c.

New and Second-hand FURNITURE at Lowest Prices. INGTAI SHIP'S COMPRADORES, STEVEDORES.

COAL MERCHANTS. PROVISIONS SUPPLIED AT THE FRESH SHORTEST NOTICE. No. 25, Praya Central. 多發炭煤司公泰榮

FONG, PHOTOGRAPHER A Has just added to his COLLECTION in his Studio or at Mesers. Kelly & Walsh's. IVORY MINIATURES of Superior Quality and is requested, when immediate steps will be taken ENLARGEMENTS of PHOTOS. and VIEWS and reproductions of the same on Paper, Canvas, or INSTANTANEOUS VIEWS, GROUPS and POR-35 TRAITS are taken in any state of the weather.

> Moderate Terms. STUDIO—ICE HOUSE LANE. TMPERIAL FIRE INSURANCE COM-The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of \$60,000 on any

and all Permanent Processes, are executed on

FIRST-CLASS RISK. RATES ON FIRST-CLASS GODOWNS RE-DUCED to PER CENT. NETT PER ANNUM PROM THIS DATE. GIBB, LIVINGSTON & Co., Agents,

Imperial Fire Insurance Company.

INSURANCES. THE LONDON ASSURANCE INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:--MARINE DEPARTMENT -Policies at current rates, payable either here, in London, or at the principal Ports of India, Chine, and Australia FIRE DEPARTMENT.

Policies issued for long or short pariods at LIFE DEPARTMENT. Policies issued for sums not exceeding £5,000, at reduced rates. HOLLIDAY, WISE & Co. Hongkong, 26th July, 1872.

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY. ESTABLISHED 1805.

THE Undersigned having been appointed Acents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms. ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

pany, are authorized to INSURE against FIRE at Current Rates. GILMAN & Co. Hongkong, 1st January, 1882. GENERAL LIFE AND FIRE

ASSURANCE COMPANY. THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against &c., ex S. S. Raffaele Rubattino.

FIRE AND LIFE at Current Rates.

Consignees wishing to receive their Goods on PUSTAU & Co. Hongkong, let April, 1885.

NOTICE. THE CHINA FIRE INSURANCE COM-PANY, LIMITED. prepared to ACCEPT FIRST-CLASS RISKS at 1 % nett per Annum, and other In. July, at 4 P.M., will be subject to rent at the SURANCES at Current Rates. AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines. JAS. B. COUGHTRIE,

Hongkong, 27th March, 1882. 'F'RANSATLANTICFIREINSURANCE COMPANY OF HAMBURG. Igents for the above Company, are prepared to

ACCEPT RISKS against FIRE at Current Rates. SIEMSSEN & Co., Agents. Hongkong, 16th November, 1872. NOR!H GERMAN FIRE INSURANCE

COMPANY AT HAMBURG. THE Undersigned, AGENTS for the above Company, are prepared to GRANT IN FURANCES to the extent of \$65,000, on firstclass risks at current rates. MELCHERS & Co Hongkong, 27th March, 1876.

THE Undersigned having been appointed Houses fitted up and kept in order at most | General Agents for the above Company are prepared to accept RISKS against FIRE SCHEELE & Co. Hongkong, 20th May, 1887.

THE NETHERLANDS FIRE

INSURANCE COMPANY. ESTABLISHED 1845. ITTHE Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS, against FIRE

at Current Rates. W. R. LOXLEY & Co. Hongkong, 24th March, 1887. FIRE INSURAN 'E COMPANY, OF 1877 IN HAMBURG.

Company, are Prepared to ACCEPT RISKS at Current Rates. PUSTAU & Co., Hongkong, 18th January, 1884. NTHENIX FIRE OFFICE

The Undersigned are now prepared to GRANTPOLICIES of INSURANCE against FIRE at the following Rates:-On First-class European 

& Merchandise stored therein ......at & % Net per Annum. On Coals ......at 1 % Net per Annum. On First-class Chinese Tenements......at 2 % Net per Annum.

On Second-Class Chinese nts.....at 2½ % Net per Annum.
DOUGLAS LAPRAIK & Co., Tenements... Agents for Phonix Fire Office. Hongkong, 5th August, 1881.

THE LATEST ADVANCE IN LIFE INSURANCE. THE NEW YORK LIFE INSURANCE COMPANY'S YEAR DIVIDEND POLICY

THIS Policy secures to the insured the option of terminating his Insurance at the end of any 5 Year period, and receiving for his Policy a cash surrender value together with his share of accumulated surplus apportioned as a dividend. If death occur, the full amount of the Policy will | THE Steamship be paid immediately on proof of death, together with a Mortuary Dividend of 50 per Cent. of all premiums received during the 5 Year period in Barolay, Commander, will be despatched for the which death may happen. Prospectus and full particulars may be had on

GIBB, LIVINGSTON & Co., Acting Agents. Hongkong, 13th January, 1887. I'HE MAN ON INSURANCE COM-PANY, LIMITED. HEAD OFFICE-HONGRONG.

CAPITAL (Subscribed), \$1,000.000.

application to

BOARD OF DIRECTORS. LUM SIN SANG, Esq. of Excellent and High Finish. PERMANENT BAN HUP, Esq. Yow CHONG PENG, Esq. CHAN LI CHOY Esq. Q. HOI CHUNE, Esq. The Company GRANTS POLICIES MARINE RISKS to all parts of the World payable at anyl of its Agencies. Contributory Dividends are payable to all Contributors of Business, whether they are Sharoholders or not.:

WOO LIN YUEN,

Secretary. HEAD OFFICE. No. 2. Queen's Road West, Hongkong, 4th March, 1881. NOTICE.

COMPANY. The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on instant, will be subject to rent. FIRST-CLASS GODOWNS at 1 per Cent. Nett premium per Annum. NORTON & Co., Agents.

NOTICES TO CONSIGNEES. UNION LINE. NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PE-

NANG, AND SINGAPORE.

THE Steamship Captain C. Mann, having arrived from the above Ports, Consigness of Corgo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from along-

Cargo impeding the discharge of the steamer will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be Optional cargo will be forwarded on to Shanghai unless notice to the contrary be given before NOON TO-DAY, the 2nd instant.

All Claims against the steamer must be prosented to the Undersigned on or before the 9th instant, or they will not be recognized. RUSSELL & Co., Hongkong, 2nd July, 1887. NAVIGAZIONE GENERALE ITALIANA (Florio and Rubattino United Companies.)

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE. THE Steamship

"BISAGNO." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, WITH THE EXCEPTION OF OPIUM AND VALUABLES, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Godown," Wanchai, whence delivery may be obtained. This vessel brings on Cargo :- From Genoa,

the Wharf are at liberty to do so. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Undersigned before the 9th July, at 4 P.M., or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th rate of one cent per package per diem. CARLOWITZ & Co.,

Hongkong, 2nd July, 1887. TO CONSIGNEES OF OPTIONAL CARGO EX O. S.S. CO.'S S.S. "ACHILLES." FROM LIVERPOOL.

CHIPPING Orders must be obtained from the The Undersigned, having been appointed Undersigned not later than the 11th inst., at Noon. for shipment per steamer "ANTENOR." BUTTERFIELD & SWIRE, Agents. Hongkong, 6th July, 1887.

> OCEAN STEAMSHIP COMPANY. CONSIGNEES per Company's Steamer are heroby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be viously advertised. ready for delivery from Craft or Godown on and after the 7th inst.

Goods undelivered after the 14th inst. will be subject to Rent. DEMONDED TO LOUIDE A .... STEAMSHIP "MELBOURNE." COMPAGNIE DES MESSAGERIES

For Freight or Passage apply to SIEMSSEN & Co. MARITIMES. NOTICE. Hongkong, 7th July, 1887. **CONSIGNEES** of Cargo from London Ex

S. S. "YOROUBA." Antwerp Ex S. S. "ROMANUL," Havre Ex S. S. "YOROU-BA," and Bordeaux Ex S. S. "CAMBRAI" in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after lauding. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before 2 P.M., TO-MORROW (TRURSDAY), requesting it to be landed here. Bills of Lading will be countersigned by the Goods remaining unclaimed after THURS DAY, the 14th inst, at A oon, will be subject to rent and landing charges at One Cent per package per diem.

All Claims must be sent in to me on or before

the 16th inst., (SATURDAY), or they will not be recognized. No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent. Hongkong, 6th July, 1887.

LL ACCOUNTS against the MASONIC A. CLUB must be sent in on or before the censed Godowas .....at 11 % Net per Annum. 13th instant, at 4 P.M., or they will not be By Order, GEO. H. SWALES,

NOTICE.

Hongkong, 6th July, 1887. WANTED. STEWARDESS for the CANADIAN A. PACIFIC STEAMSHIP "BATAVIA." Apply to:

ADAMSON, BELL & Co.,

Agents. Hongkong, 5th July, 1887. NEW ADVERTISEMENTS.

above Port on SUNDAY, the 17th inst. This Steamer has Splendld Cabin Accommo-For Freight or Passage, apply to ADAMSON, BELL & Co.,

FOR LONDON.

[1309 | THE Steamship Hongkong, 7th July, 1887. NOTICE TO CONSIGNEES. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY. FROM TRIESTE, ADEN, COLOMBO, PENANG, AND SINGAPORE.

in connection with the S. S. Narenta from Calcutta and Madras, having arrived from the above Ports, Consigness of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns known as "The Hongkong Wharf and Go-

HE Steamship

the Wharf are at liberty to do so. have left the Godowns, and all Claims must be loon, whence delivery may be obtained. sent in to the Undersigned BEFORE NOON, ON UEEN FIRE INSURANCE RECOGNISED. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th

> O. BACHRACH, Agent.

Bills of Lading will be countersigned by

ADVERTISEME NTS.

PUBLIC AUCTION.

ANE, CRAWFORD & Co. will Soll by Public Auction at the P. & O. S. N. Co.'s Office Godown, Praya Central, on TUESDAY, he 12th July, 1887, at Noon BOILER TUBES, SHACKELS CHAINS, LAMPS, IRON SCREWS, WIRE

ROPE; BLOCKS, CARGO TRUCKS, RUD DER WHEELS, &c., &c. TERMS.—As usual. LANE, CRAWFORD & Co. Auctioneers. Hongkong, 8th July, 1887.

TO BE LET. FITHE HOUSE 24, ELGIN STREET, with A Possession from 1st August.

Apply to LINSTEAD & DAVIS. Hongkong, 5th July, 1887. NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI.

THE Company's Stoamer o "MELBOURNE." Commandant de la Marcelle, will be despatched for the above Port TO-DAY, the 8th inst. et Six P.M.

G. DE CHAMPEAUX. Hongkong, 7th July, 1887. NOTICE. COMPAGNIE DES MESSAGERIES

PAQUEBOTS POSTE FRANCAIS. FOR KOBE AND YOKOHAMA. THE Company's Steamer "VOLGA," Captain Bevilagna, will be despatched for the

above Ports TO-MORROW, the 9th inst., at

G. DE CHAMPEAUX,

MARITIMES.

Hongkong, 7th July, 1887. DOUGLAS STEAMSHIP COMPANY. LIMITED. FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

DAYLIGHT.

"NAMOA." captain Goddard, will be despatched for the above Ports TO-MORROW, the 9th instant, For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managors.

Hongkong, 7th July, 1887. STEAM TO BOMBAY VIA STRAITS. THE P. & O. S. N. Co.'s Steamship "ZAMBESI." will leave for the above place TO-MORROW. the 9th inst., at THREE P.M., instead of as pre-

Acting Superintendent. Hnogkong, 7th July, 1887. FOR SHANGHAI. Captain Th. W. Starling, will be despatched for the above Port TO-MORROW, the 9th instant, at FOUR P.M.

E. L. WOODIN,

UNION LINE. FOR KOBE AND YOKOHAMA. THE Steamship "OXFORDSHIRE," Captain Jones, will be despatched for the above Ports on WEDNESDAY, the 13th instant,

at Four P.M.

RUSSELL & Co., Hougkong, 7th July, 1887. OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. Taking Cargo and Passengers at through rates for Ningpo, Chefoo, Newchwang, Tientsin, HANKOW, and PORTS on the YANGTSZE.

For Freight or Passage, apply to

THE Company's Steamship "NESTOR." Captain Thompson, will be despatched as above on THURSDAY, the 14th inst.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 7th July, 1887.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"CYCLOPS," Captain Nish, will be despatched as above on THURSDAY, the 14th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 7th July, 1887. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED

ADELAIDE. (Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.) THE Steamship "CATTERTHUN." Captain Darke, will be despatched for the above

FOR SYDNEY, MELBOURNE, AND

For Freight or Passage, apply to RUSSELL & Co., Hongkong, 7th July, 1887. FOR SINGAPORE, HAVRE, AND HAM-BURG, VIA SUEZ CANAL. (Taking Carge at through rates to Amaren-DAM, ROTTERDAM, LONDON, LIVERPOOL, and BREMEN.)

Ports on FRIDAY, the 15th instant, at Two

" LYDIA." Captain J. Vass, will be despatched for the above Ports on SUNDAY, the 17th instant, at Nine A.M. For Freight or Passage, apply to SIEMSSEN & Co.,

Hongkong, 7th July, 1887. 'GLEN" LINE OF STEAM PACKETS FROM LONDON, PENANG, AND SINGAPORE. FIHE Steamship

"GLENEARN." downs," Wanchai, whence delivery may be having arrived from the above Ports, Consignous of Cargo by her are hereby informed that their Consignees wishing to receive their Goods on Goods are being landed at their risk, into the Godowne of the Hongkong and Kowloon No Claims will be admitted after the Goods Wharf and Godown Company, Limited, at Kow-Optional Cargo will be forwarded unless THE 15TH INSTANT, OR THEY WILL NOT BE notice to the contrary be given before NOON, TO-DAY, the 7th instant. Cargo remaining undelivered after the 14th inst., will be subject to rent. No Fire Insurance has been, effected, Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Hongkong, 7th July, 1887

12th January, 1887. Hongkong, 8th May, 1881. Hongkong, 11th April, 1883. Hongkong, 20th May, 1831. NOW READY.

THRONICLE AND DIRECTORY FOR 1887, With which is incorporated THE CHINA DIRECTORY. (TWENTY-FIFTH ANNUAL ISSUE), COMPLETS, WITH APPENDIX, PLANS, &c., &c. Royal 8vo., pp. 1,156.....\$5.00. SMALLER FIDITION, Ryl, 8vo., pp. 776 ..... \$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in bulk. It contains DESCRIPTIVE and STATISTICAL AUCOUNTS of, and DIRECTORIES for JAPAN-

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Haiduong, &c.

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 ${f Chefoo.}$ 

Tientsin.

Taku.

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and all others not abrogated. France, Tientsin, 1858 Convention, 1860 Tientsin, 1835 Treaty of Commerce, 1886. United States, Tientsin, 1858 Additional, 1869

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A. S. WATSON & Co., LTD. THE HONGKONG DISPENSARY, Established 1841.

Hongkong, 8th June, 1887.

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reservoirs are at their lowest ebb. Even

of 125 men, employed at a cost of £14,000

WICE, C.B., not the CHADWICE who reported

alley, or court by means of hose and jet. We

are hopeful that the introduction of this sepa-

rate system would do more than any amount

the foul odours for which Hongkong is

becoming proverbial and towards increasing

But whatever system may be best for

General to introduce such a reform, or a

investigate the condition, suitability, and

sufficiency of the drainage and sewerage of

the town, with a view to propose to the

have a chance of permanent maintenance.

morning for this port.

5th instant, at 6 p.m. for this port.

our chances of life and health.

After that hour the supply is limited. Telephone No. 12.

Номекоме, Јъл 8тн. 1997.

SHIPPING-Officers of the Coasting Steamers of The preliminary conditions of all sanitary traces a considerable augmentation of the progress are, next to the water supply, satisdeath rate of that part of London. In short, factory arrangements for drainage and Indo-China S. N. Co. Scottish Oriental S.S. Co. sewerage. If sanitary legislation or administration is to effect any real and lasting improvement of the health of the people, The LIST OF RESIDENTS now contains there must in the first instance be satisfactory arrangements for subsoil drainage to relieve the occasionally supersaturated hillsides and ground uncovered by houses, and to carry off both the ordinary and extraordinary rainfall. In the second instance, tive in itself and in perfect connection with age of the hill side and all the rainfall and main drains and outfall sewers. In the storm water, but nothing else, straight down third instance, there must be a suitable and to the central parts of the harbour. Ancarry away the contents of bouse drains or and convey, by a main trunk line running other waste water or products suspended in westward, all the fouled water and sewage PLAN OF TOWN AND ENVIRONS OF SINGAPORE. people, except so far as to see that over- General's pet scheme of what is called back A description of Chinese Festivals, Fasts, &c., are continued. The first and third of Public Health Bill. That is to say, all house the above mentioned conditions are the drains should, wherever possible, be carried porting annually eighty millions of pounds. This indispensable preliminaries (next to the slong the backs of houses instead of through will make Ceylon even a more formidable comindispensable preliminaries (next to the stong the backs of nonses instead of integral methor than China and Indian growers will no market at their very doors and in the methor in the market at their very doors and in the methor in the market at their very doors and in the market at the ma Scales of Commissions and Charges adopted by sanitary legislation. If there are in might be combined with that separate sys- population. sufficient or imperfect main drains and tem by providing hydrants, not only for fire sewers, it is premature to legislate for house extinction purposes, but also to admit of weekly or daily cleansing of every street, drains, the efficiency of which depends upon a satisfactory supply of sewers to connect of closely printed matter, to which reference is with. But that the drainage and sewerage having commercial or political relations with the system, if system there be, requires a radical of sanitary legislation towards ridding us of Countries embraced within the scope of the reform, is pretty generally admitted. We have no wish to blame the Government or ous to recapitulate in an Advertisement, but its officers. Even those who oppose the theories and the whole policy of the Sur-

veyor-General are generally ready to ad Hongkong, let us by all means have one mit his great abilities as an engineer as defined system and apply that by a thorough well as his zeal and devotion as ar overhauling or reconstruction of all our officer of the Government. Everybody drains and sewers. Better even a deferred or knows that he is not responsible for expensive system than this patchwork of hapthe muddle in which he found, on his py-go-lucky tinkering at old and new drains first arrival in Hongkong, most things conthat we have had for the last three or four denected with his department, the contradiccades of Hongkong's brief history. A reform, tory and incorrect surveys which had been and a thorough reform, of the whole drainage made by a staff in which changes used to and sewerage of the town is what we advocate for the piecemeal construction, on plans rather than any particular system, the deterwhich frequently changed with the changes painstaking and comprehensive investigain the officering of the department, of drains tion of the actual condition, location, direcand sewers. No uniform and satisfactory tion, suitability, and sufficiency or otherwise survey of the building sites of the Colony of the drains and sewers we have at present. has ever been made. Owners of house pro-But a reform of the whole drainage and perty know that to their sorrow. No uniform plan for the drainage or sewerage of the undertaken except on a basis likely to be town has ever been attempted. In forme adhered to by future generations. A mere years numbers of drains have been built, of resolution on the part of the Surveyorwhose existence or direction nobody knows enything now, for a registry of drains was mere decision of the Government, might be never thought of, though at one time bank set saids by the very next occupier of the robberies, by means of tunnels driven from post of Surveyor-General or by the next forgotten underground drains, and the Governor due to arrive in a few months. attempted escape of prisoners by means of What is needed, therefore, is that such a rean unknown drain under the gaol, directed public attention to the general ignorance prevailing as to old drains. With such a investigation and deliberation, and ushered chaos left to him as a legacy by his predeformality of a Statute Law. For this reason, cessors, it is not to be wondered at if the and for no other, we recommend that a Surveyor-General, in the absence especially of a reliable survey, has been hampered at every step he made in the direction of bringing order and system at least into the new work of drains and sewers built under his own direction. But we believe he would system to be rigidly adhered to in future bimself be ready to acknowledge the need of a thorough reform, once for all, of the whole eystem of drainage and sewerage. The first need, therefore, and one the supply of which the Surveyor-Gendral would probably himself advocate, is an Ordnance survey of the whole town, on a scale that would facilitate a detailed registry of the NAGASARI ..... Messrs. The C. & J. Trading Co. lines of drains built in the past or to be

constructed in the future. Every existing drain should be registered, so that, in view of the fluctuations to which the Survey staff is subject in this Colony, a permanent record may be maintained of all drains in existence, to which reference may be had on the occasion of future extension or revision of our drainage system.

The second need of reform consists, in our opinion, of the adoption, after mature confor the re-organization of the drainage and cife, as assumed in our midday extra yesterday. put it in the deak and then ran away from the and who, as one writer puts it, "died like rotten treat of those matters in detail. There is no victory in his hands. He had not one argument sewerage of the town as a whole. The choice Mr. W. M. Wills, 151 Cannon St. lies in a narrow upbere, for it is practically Company's annual meeting. After all the letters there was originally a sum of \$170 in the deak lost, except by drowning, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, there was originally a sum of \$170 in the deak lost, except by drowning, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. It is assuredly a case of the brought with him nine distinct arguments, and those who were lost struggle going on. but an alternative between what is known which have been published with reference to the and other valuables which the prisoner might were Indian firemen, who are accustomed to live survival of the fittest. I feel from per onal er not one of which could be gain-sayed, in in sanitary engineering as the combined and the separate systems. The combined system, interest.

His Excellency is evidently determined that the principal idea of which-misus unithe facts as to the crowded and insanitary state formity of system-has had a long trial in of the colony which he will doubtless bring for-Hongkong, in most parts of the town, brings word at this afternoon's meeting shall not be from hearsay only. At an early hour yestertogether in the same sewers both the ordinday morning we caught glimpse of him accomary rainfall and the storm water (which ocpanied by an Inspector of Nuisances and an Inspector of the Central District perambulating casionally bursts our sewers, as it did in July last year) and also the fouled water and the neighbourhood of Taipingshan and examining some of the worst of the houses there. sewage of houses. The application of this

The World of the 1st June says :- We are principle to the central parts of the town always glad to find the himetallists up and doing. throws the whole mass of rain water and After working to worthily and energetically unhouse sewage into the harbour along Prays derground, as it were, the Bimetallic League Central, impregnating, at low tide, the air of seems wisely to have determined to come to the the principal points of communication be- populo. The members are, we hear, going to tween the shipping and the town, causing dine together at the Criterion on the 15th inst. also a gradual silting up of the foreshore Many members of Parliament and other gentleand necessitating thereby the employment tions, and an instructive and festive evening may of dredgers which increase the nuisance. be expected. This banquet is yet another outward and visible sign of the life and vitality in But these are comparatively minor object that useful body of double-standard champions. tions. The principal mischief lies in another

point. The combination of the rainfall with we have occasionally during the rainy season. he is alleged to have taken in the opium con-But during the greater part of the year, and spiracy he was deprived of the honour and the flushing operations at a time when our

grand Chinese procession. made that in five years' time Ceylon will be ex-

REUTER'S TELEGRAMS. SUPPLIED TO THE "DAILY PRESS."]

London, 5th July. THE COLONIAL INSTITUTE. Her Majesty the Queen has laid the founda tion of the Royal Colonial Institute. THE NEW MAIL CONTRACT. The House of Commons has agreed to the

> POLICE COURT. 7th July.

New Mail contract.

BEFORE MR. H.E. WODEHOUSH.

NEGLECT OF DUTY. Li A Yau, chair coolie, was charged with negect of duty on 6th inst. J. Menhennett. foreman in the Surveying Department, stated that defendant was in his employ. On 6th July he arrived home at 12.20 p.m. telling defendant to be ready again at 2 p.m. Defendant never put in appearance till 3.5 p.m. and when spoken to became very impudent. He

Defendant was fined \$2. DISORDERLY CONDUCT. Joseph Barth, seamen on board the American sewerage such as we advocate should not be steamer Great Admiral, was fined \$2 for disorderly conduct and interference with a police constable while in the execution of his duty.

UNLAWFUL DETENTION. Loung Asau was convicted of unlawfully bring ing Tam Asok, a married woman, into this colony and detaining her for the purpose of emigra-

Defendant was committed for trial. UNLAWFUL POSSESSION.

Lam Akin was charged with the unlawf form should be introduced only after mature 22nd June. Cheung Kan Kok stated that on the dat into existence with all the solemnity and hanging at the head of his bed, and that on awak ening the next morning he missed it. othing more of it.

His Worship sentenced him to eix months imprisonment with hard labour. ROBBERT BY A SERVANT.

Government the adoption of a uniform The experience of the past is sufficient to show that without the preliminaries of a formal Commission of Inquiry any plan or change of system that might be adopted to go to his office, and en arriving there found it began to run ships through the Suez Canul in able to do, but, as I have often pointed out here, ground sewer, lift the iron trap in the pavelocked. He returned several times but could stead of Europeans? Because I tell you that the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of British tonnage has been ment and "come up smiling," and appear as the rapid growth of Britis would lack the prestige and the public confidence which are indispensable if a radical reform such as we need in this respect is to and charred underneath. On examining the not an uncommon thing for ships conveying the comes in takes away from those who already have quoted as the most eligible for life insurance The Agents (Mesers, Butterfield & Swire) inform us that the O. S. S. Co.'s steamer Nester. from Liverpool, left Singapore on Wednesday The Acting Superintendent informs us that and opened the desk and took out \$10 to It was for that reason, and for that reason alone, lines which have been started by various French, bined odours arising from these manufactures the P. & O. steamer Khedive, with the outward try and win his money back. On losing this he that we were obliged to use Asiatics in latitudes German, and Italian Companies to all parts induced his neighbours to send the sanitary English mail, left Singapore on Tuesday, the again went to the office and took this time \$30 in which they would be of more service than of the East have necessarily affected us in a inspector to speak with him, and in the end ha which he also lost. He tried then to borrow Europeans. Then, gentlemen, there is another disadvantageous way. I am not going to dwell was summoned to appear before a magistrate, money from his friends to make up the sum he statement made with regard to this affair, and it is upon this subject, because I have now no figures and show cause why, as a bone-boiler and crusher We are informed that the Reuter's telegram had taken from the desk, but being unable to do in reference to the delicacy and weakness of these to speak on before me; but when I have an he should not be abolished. He responded with as to the approval of the new mail contract has reference must probably to the contract with the

reference to that disaster will be read with Defendant was sentenced to six weeks' imprise exposed during the whole night to a bitter storm toil and continued opposition, and to the most with their mother. The good lady herself sonment with hard labour.

PENINSULAR AND ORIENTAL STEAM NAVIGATION:

The 93rd half yearly meeting of this Company was held on Wodnesday, June 1, at the Com-Thomas Sutherland, M.P., in the chair.

had been guilty of similar conduct on previous | the sailor-portion of the crew is concerned. I one factor in the working of the half year. In measures would in due time be adopted for comtake leave on good authority to deny that state- the second place, we have a moderate and oven plying with the rules of the Stock Exchange as

in a temperature of 150 degrees, and who, being perience that there is no rest from continued the shape of a family of eight girls and boys and wind, would naturally suffer, as many of us successful the success is only very moderate, had been installed mistress of the bone mill

pany's offices, 122, Leadenhall Street, E.C. Mr. in London, and during the bitter winters we them; but I hope that in the future as in the The SECRETARY (Mr. A. M. Bethune) read unquestionably that during these years there proper degree of enterprise, combined with a the notice convening the meeting.

as usual, you will take the report as read-(yes). as they appear to us to be for the climate in which I new beg to move that the report be adopted. -and therefore I shall now have the pleasure of they live. It is a most singular fact, which The Right Hon. E. P. Bouverie-I by moving its adoption, and offering a few observa- physiologists can explain better than I can, that leave to second the motion. tions regarding the matters contained in it. I they are able to carry such an amount of calorie need scarcely say that I regret very deeply that to enable them to brave the elements of our cli-question I will now put the resolution. the first observation which I have to make has mate with far greater hardihood than we can Mr. HALE, on behalf of several passengers of reference to the most unfortunate loss which we ourselves. Now, gentlemen, I have alluded as a the Tasmonia-American missionaries-who had have sustained by the wreck of one of your new- matter of duty, and not because I wish, I can gone on to the United States, wished to confirm est and finest vessels—the Tasmania. This loss assure you, to dwell upon this painful subject, to all that the chairman had said with regard to is one of those unfortunate occurrences for which, certain misrepresentations which have been made the good management of the officers of the most assuredly, no one in this room can in any with reference to this affair. I shall not, there ship under the unfortunate circumstances in way be held responsible. It is one of those mis- fore, say any more upon the subject; I am only which they were placed. He should like to ask. fortunes which we must bear in the best way that serry that the less of the Tasmania is not the whether the case of these passengers would rewe can, in the hope il may say in the confident only misfortune which we have to complain of ceive the attention it deserved. hope—that it is one which is certainly not likely during the last half year, for the company are The CHAIRMAN—The subject is one which it The Straits Times says:-We are much pleased to occur again for many years to come. I find also under a considerable liability on account of is impossible to enter upon here; it is quite to learn that H.E. the Governor has appointed on looking back to the record of the Company's the collision between the Nepaul and a Chinese ultra vives, and has nothing to do with the rethe sewage proper requires the construction two of the leading Chinese residents of Sings- insurance account for the last 10 years previous vessel in the Yang-tse-kinng. We are, however, port. of large tunnel sewers of a sufficient capacity pore, Mesers. Chiang Hong Lim and Tan Keong to this accident, that the total losses suffered by at the present mement disputing this claim in a specific to be Justines of the Perce for the Straits. to provide for the extraordinary downpours Settlements. Mr. Hong Lim was formerly a tribution of a per cent. on the insurable value—a prospect of success. There is only one satis-Justice of the Peace, but on account of the part | that is to say, on the book value of the Com- factory point in connection with these affairs, viz., a dividend for the half year ending 31st March pany's fleet, and I think that all those who are that the company has been enabled, at all times last at the rate of 5 per cent. per annum, as reacquainted with matters of this kind will admit and at every moment, to fulfil their public en- commended in the report, be now declared, and that it is a result of which the Company have gagements, no matter what accident may happen, that payment of the same be made, free of inson, the flow in such large sewers is shallow his always been known for the next 10 years should be no less forwardle or has happened in their service. It is an absolute come tax, on and after the 10th June." the next 10 years should be no less favourable fact that the mail service has not, for asing to mo. Mr. John Corner seconded the resolution, and, being spread over wide bottoms, de- British born subject of Malacca and, although than those which have preceded them, we shall ment, been interfered with or stopped by reason which was put and carried unanimously. have great reason to congratulate ourselves on of these mishaps; and I am happy to say, in view The Chairman—The meeting is now made composition and the necessity of periodical lish scholar, having been educated in the Christian Reathers' School at Panana civilised world. Now, gentlemen, there is one cir- matters of Reserve, and which has been for some acceptance by the Company of the Supplemental

the best constructed sewers, commanding a land and sea sports in the morning, marred un- matter—that, although the captain; anofficer, and itself—the fluctuation of the Company's shares and issuedebantures or debanture stock, or partmost abundant water supply all the year fortunately by showers of rain. In the afternoon several of the crew of this ship perished, not a has been of a small and insignificant amount. Ly the one and partly the other, but so that the there was a meeting of the Legislative Council single passenger's life was lost-(Hear, hear): I Well, gentlemen, turning to the other portions aggregate amount of the principal sums secured round, and flushed at regular intervals, are to send a congratulatory address to Her Majesty, need hardly say that in the safety of our pass of the report, with which I shall deal very brief. by such debentures and of the capital amount of hotbeds of poisonous gases. The West- and afterwards there was a grand function sengers we have not only a practical but the deepest ly. I may state that we are shortly about to such debenture stock shall not at any one time minster tunnel newer, which, like the other at the Town Hall, when the Governor resewers of London, is regularly flushed by the various nationalities. A choir of one congratulate the Company, that during the long the Oceans, and the Arcatis. The Victoria and may issue such deboutures or debenture stock manual labour supplied by a standing corps hundred voices sang the "Coronation An- time it has been in existence, we have enjoyed the Britannia are being built by Messrs. Caird from time to time as they shall think fit in them" and "God save the Queen." The next singular immunity in respect of the loss of pas- and Co., and will be delivered considerably in accordance with the powers and authorities of event was a procession of 3,000 school children to sengors' lives. I would also point out in con-advance of contract date. I fear, but at the same the said Supplemental Charter." per annum, is acknowledged by the best the Esplanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with this question of the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englanade, where they were regaled with nection with the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englander and the nection with the insurance of time I trust I may be wrong in apprehending it. | Mr. J. R. Englander and the nection with the nect sanitary authority in London (Edwin Chad- tea and cake. In the evening there was a our ships that during the 10 years to which I that Messra, Harland and Wolff, who are con- motion. moneter bonfire and a display of fireworks. On have referred we have had no fewer than some tractors for the other two vessels may be some-Tuesday, 2-th June, there was a race meeting, 45 vessels navigating all parts of the globs at the what behindhand in their delivery, as they have on Hongkong) to give off emanations from including a costume race, and in the evening rate, on an average, of 2,000,000 miles annually, been for some time suffering from strikes among the business of both meetings. stagment and putrid deposits, to which he there was a ball at Government House and a land I say that considering the extent, the their workmen in Belfast. The advent of these variety, and character of our service, the safety four vessels (and they will be possibly followed by the Chairman and Board of Directors for their

of our fleet has been on the whole very remark- more) will mark a new feature in the history of efficient management of the Company's affairs The Times of India of the 14th June says - able. Now, gentlemen, this disaster, as you are the Company, and one which I have no doubt during the past six months. the experience of London condemns the ed to develop the native market for Indian tes ed to develop the native market for Indian tea stituted authority, and it is, therefore, no part of thing I am perfectly sure—that both those motion. combined system as much as our own local has, we are glad to observe, been carried to a my business to endeavour to anticipate in the eminent firms of shipbuilders will turn out observation of its working in some parts of practical issue. At a meeting held in Calcutta slightest degree the judgment which may be passed | vessels creditable to themselves and equally observation of its working in some parts of last week, largely attended by those interested as to the cause of this occurrence. But in these satisfactory to the Company. One of those interested as to the cause of this occurrence. But in these satisfactory to the Company. One of those interested as to the cause of this occurrence. But in these satisfactory to the Company. One of those interested as to the cause of this occurrence. But in these satisfactory to the Company. One of those interested as to the cause of this occurrence. But in these satisfactory to the Company. One of those interested as to the cause of this occurrence. though we will not pin our faith to any one which the new company is to work. The toassume the most unfavourable judgment against is which you are carrying out in connection with eystem until we know more of it, that the capital is in shares of Rs. 10 each, and the holdeystem until we know more or it, that the longth and broadth of the service and not be service and ser requirements of Hongkong better than the of shareholders, each having a stake in the inga of annoyance of those passengers who were would most certainly have wished we should than we have,—I beg to thank you. combined system. If the separate system commerced by way of experiment in Report | Subjected to great peril on board the Tasmania, lieve been able to conduct your business success. commenced by way of experiment in Bengal but I do not think I should be doing my duty to fully and satisfactorily with vessels costing half were applied to Hongkong, one set of drains and Upper India, and there agencies are to be the Company if I did not endeavour to set aside the amount of money, but that unfortunately is prehensive system of house drainage, effec. and sewers would carry all the subsoil-drain. established in every village that can boast of a some of the statements which have been made not the case. At our last meeting we had the and at a price to bring it within the purchasing cannot but stigmatise as misrepresentations for the India and China Vail Services had been power of all classes. The one once packet will affecting the character of the service. One arranged. Since that time the Contract has been be sold for three pice, the two ounce packet for statement which has been very freely made was signed, scaled, and delivered for a period of 10 company was held at the Cannon-street Hotel on six pice, and the four ounce packet for twelve that the captain of the Tasmania was not, at the years, and it now only awaits the usual ordeal the 2nd inst., Mr. J. Macandrew presiding. third metance, there must be a suitable and sewers would collect pice, this being at the rate of twelve annas per time that the ship was lost, navigating the vessel of being passed through the House of Commons. The SECRETARY having read the notice convent of time that the ship was lost, navigating the vessel of being passed through the House of Commons. The SECRETARY having read the notice convent of time that the ship was lost, navigating the vessel of being passed through the House of Commons. In the secretary having read the notice convent of time that the ship was not in full charge of The report states that the Australian Contract ing the meeting, the meeting, the meeting, the meeting, the meeting, the meeting the meeting of the meetin paid to the shopkeepers will be based, not on the the ship, either because he was so unwell as not has not yet been definitely settled, but I believe total quantity of tea sold, but on the number of to be able to discharge his duty, or, as I I am in a position to state that since this report that the business of the company had progressed water. Unless these preliminary conditions of houses to a point opposite Green Island packets, the special object in view being to develop think one newspaper had it, was so old and was actually issued the Australian Contract has much as before, and no new employment had been are fulfilled, it will be premature, because and there drop it into the sea. With the population as possible. This scheme if care. fully and patiently worked, should certainly who has lost his life in this unhappy affair, I may state that the amount which the company those of the previous year, which, however, had with the domestic arrangements of the then be combined, perhaps, our Surveyor- have an important bearing on the future of was 52 or 53 years of age. There are few here, will receive will be £35,000 per annum, which is been an exceptionally favourable year for them. Indian tea. Our planters must gird themselves I imagine, who would like to be "put on the the sam they already obtain, although the sam they already obtain. in preparation for increasingly keen competition shelf" when they had attained to that amount vice they will have to perform will necessarily corresponding diminution in the dividend but as crowding is absted and that the existing drainage, which, we suppose, is the cause of his We last week pointed out in these columns the of longevity. Not only was Captain Perrins in be of a higher and improved character. With they were able to pay five per cent. he did not facilities for the seavenging of the town urging the "ten-foot backyard" clauses of the great favour which Ceylon tea has met with in the prime of life, but at the time when this un-regard to the period of the Australian Contract, think the result of the year's working would be the English market, and a calculation has been fortunate accident occurred was navigating the I am not sure that point has been altovessel and had been up the whole night so doing. gether finally settled, but I think I am justified antisfactory state of the shipping trade cenerally. while the ship was coming through the Straits of in stating that it will be for a term of seven | Since the loss of the Sec Wo, referred to in the Bonifaccio, viz., during the second officer's watch | years. Perhaps, also, I ought to mention, as a last report, they had had no arrious casualty, and from midnight. Captain Perries was personally matter of general intralian colonies has always fivourable terms, or the nearly new steam of the morning he went to bigoship and laid down the morning, he went to his cabin, and laid down | service, the importance of their commercial | Sung. With regard to the prospects for the the course to be steered after leaving the Straits. position entitles them to have a weekly service. Inture, the directors were assured by their China He went on to the bridge again and gave the This alternative service will be undertaken by agents that 1837 opened propitiously, and they course to the second officer, in which the latter | the Orient Company on similar terms to ours. | were pretty confident that a good business would entirely concurred. Captain Perring then said - With the Oriental Company (as I may say by done. The last monthly returns, sont by "Now we are free of all danger I shall go be with all our competitors) we work in a spirit telegraph, were exceedingly satisfactory; and if

low." Now, in half an hour from that moment of tolorably amicable rivalry. I can only hope they went on at the same rate, there would the vessel struck upon the rock. I have said that the result of this new undertaking in | no doubt be a good account to show at the next that it would not be right or proper upon my connection with the Australian colonies will be meeting. Their fleet had been kept up in its part to endeavour for one single moment to an- equally satisfactory both for them and for our- usual good condition. The old vessels would be ticipate what the judgment of the Court may selves—(Hear, hear). The next point in our re- replaced as occasion required by new ones, but be as to the course which Captain Perrius port is in respect to the special meeting which is for the present no such additions to the comsteered, or as to the manner in which the to be held for the purpose of sanctioning the pany's fleet would be required. The principal vessel was navigated, but I think it is Supplemental Charter which has been obtained source of trouble and anxiety to the directors due, not only to the memory of Captain in order to correct an omission in the previous had been the low rate of exchange. The losses Perrins but also to the Company, to show, that Charter in connection with the Company's bor- under this head on their remittance from the so far, there was, at all events no want of energy rowing powers. I need not remind you that East had been about equivalent to one per cent. and no slackness on the part of the commander in there is no extension of the Company's borrow- dividend. The directors could see no way by looking after the vessel under his charge; and I ing powers, which remain exactly, so far as the which this less might be avoided, and it was immust also add this:-That during the 20 years amount is concerned, as they were 20 years ago, possible to foretell whether or no exchanges that Captain Perrins has held command in your but there is a certain facility granted for using might full still lower. Some diminution of proservice the Directors have on no occasion had to those powers should there be necessity so to do. fits had also been brought about by the competiand one single fault, however small, with the | which I believe will be of advantage to the Com- | tion on their fudien line of the subsidised steamers manner in which he carried out his duties as an pany. The only other point which I need make of the Austrian Lloyd and Rubsttine Companies. officer and a sailor. The Tasmania had six offi- any observation upon is one which in many res- The motion for the adoption of the report was cers altogether, and of those six three were peets is by far the most important subject of all carried, and the dividend of 5 per cent. payable actually provided with captain's certificates, so I allude to the financial results of the Company's on the 17th inst. was declared. Masses. J. Macthat there were, therefore, four gentlemen on working during the past year. I am not going to andrew and W. Keswick, the retiring directors, board fully capable of commanding her accord- enterinto details, because, as you are aware, we have were re-elected, and the auditors, Messra. Turing to the law. Now, gentlemen, another state- no figures before us, and therefore I shall reserve | quant. Youngs and Co., were re-appointed. A ment that has been made, and upon which I feel whatever observations I have to make as to such shareholder. Mr. Mitchell, alluded to the fact bound to make some ob ervations, is that on the figures until our meeting in December. But I that the company's shares were not quoted on occasion of this wreck the native crew behaved may mention briefly that we have a slight mode- the Stock Exchange. The Chairman, in reply very badly, so far as the lascar—that is to say rate increase in our passenger traffic. That is said the matter was under consideration, and

ment. It is perfectly true that the native crew a tolerable diminution in the expenditure. That regards the issue of shares to the public. The of the engineer's department, or at least some of is the second factor in the case, but I regret to proceedings terminated with the customary vote them—I think to the number of eight persons,— state that the dim nution in the freight receipts of thanks to the chairman and directors.—L. & behaved badly in this respect, and took posses- more than counterbalance the advantages which | C. Express. sion of a raft, on which they endeavoured to we gain on the other two heads, which is a very reach the shore, with so little success that seven unsatisfactory state of affairs. You may properished in the attempt, and only one succeeded bably recollect that from 1883 to 1885 we had in getting to land. I am not sure that if they a satisfactory and steady advance in our freight had been European firemen it would have neces- revenue, owing, not to the fact that affairs were sarily followed that their conduct would have improving, but that we had enlarged the scope tract as being of some interest in connection. been so much better. I observed the other day of our operations, and that there was plenty of the case of the collision between the Celtic and cargo obtainable at the moderate rates which the Britannic, where the European firemen of prevailed. But I regret to say that 1886 the Britannic, against the orders and entreaties and 1887 have seen a continuous diminution in face of hardships, these unlucky creatures, driof the commander and officers, were the first to the freight traffic, owing both to the fact that ven to seek a crust in our dustbins, are not only seize upon a boat and to make off from the ship. freights themselves have been lower, and that in ordinarily but extraordinarily healthy. No less possession of a gold watch, value \$100, on the which was supposed to be in extreme danger. I some quarters, at all events, there has not been an authority than Dr. Guy informs us that he say that no Indian seamen ever behaved worse the same amount of cargo obtainable that there has given close and particular attention to the than did those men upon that occasion. It was two years ago. In illustration of this, I class in question, and that they are amongst the is not likely that I should question for a single may mention that with regard to our ships des. healthiest of our working population. This, as moment the superior courage of Europeans as patched from London during the last six months, regards the "hill-women";" of the men, the dustagainst Amatics. There are cases upon record, the cargo returns fall short by something like men and "servers," he reports them "a healthy Defendant accounted for the watch being in his however, in connection with the fleet of this £15,000 or £20,000, not owing to any difference in ruddy-complexioned race, the healthiest set of Company, and one of comparatively recent date, the rates, or hardly any perceptible difference, men I have ever seen." He even goes the length of Commission of Inquiry be appointed, to it to him and asked him to pawn it. He knew when the European seamen on board one of our but simply owing to the fact that there were more asserting that experience and observation justifies vessels refused to man a boat because they con ships going than there was cargo to be carried him in declaring, that no score of selected-Lousidered it a perilons undertaking, whilst the las- There have, of course, been in other part of our don tradesmen could be found to match the same cars quietly went into the boat and did their duty | trade considerable fluctuation. In some quarters | number of dustmen brought easually, together. -(Hear, hear). There is another misrepresent there have been momentary signs of improvement. Indeed, so often is it shown that individuals emtation which has been made, namely, that the When I had the pleasure of addressing you in ployed at the nastiest of work enjoy perfect im-Lau A I was charged with unlawfully and Company employ natives, for sooth, for reasons of December last there was something like a spurt munity from the most virulent diseases, that it maliciously setting fire to a writing desk in a economy. I need hardly say that this is an utter in the Australian homeward trade, which I regret is hard to understand what it is that breeds dwelling house No. 4, D'Aguilar Street, and delusion. As a matter of fact, the crews of the to say died away in a miserable fizzle. But the faver and pestilence. The hill-woman, whose

with stealing \$40, the property of F. Naudin. Company's ships are composed, taking all hands general verdict in connection with the Eastern daily task it is not only to sift dust, but to sort Complainant said he was a merchant carrying into account, of two-thirds natives and one-third trade during the last 18 mouths or two years is and handle all manufer of decaying and evilon business at No. 4, D'Aguille Street. Prisoner Europeans. The Tasmania, I find, had on board that it is lamentably everdone. I most heartily smelling matter rank amongst the healthiest was in his employ as office boy. On the first a crew altogether of 55 Europeans and 99 Asia. wish it were in my power to make a more en- of our working population. The thick-booted Sunday in June he left his house in Coine Road | ties, and why did we adopt natives when we first | couraging statement on this subject than I am | gentry who spend hours daily in an undernot get in nor could be see anything of defendant when our ships first began to use the Suez Canal altogether too great for the development of the healthy and rosy as salt-seasoned mariners. who sleeps at the office. On the following day, we sent them to India solely manned by Euro- trade. It has far exceeded it, and the shoe pin- The labourers who are employed at bonethe place being still looked he got a carpenter peans, but we were obliged to drop this system, ches in a remarkable way on those lines in which crushing mills, and who pass their lives in an and broke the door open. He found some matches owing to the continuance of misconduct on the we are interested, viz., one what are called the atmosphere to breathe which would inevitably lying about on his writing desk which was black part of the European seamen and firemen. It was regular lines, in which every new outsider who turn sick and ill a person unused to it, are desk he found that it had been opened by a key mails to find that before they reached the not enough for themselves. I am sorry to say purposes. Somewhere at Lambeth, a few years of another desk which had fitted it and \$40 end of their voyage to Bombay or Calentta a con- that this mischief is not by any means confined since, there lived a bone-or asher, who was likeabstracted. There was letter in the desk in pri- siderable portion of the crew in gaol at the differ- to competition among British ships. At the pre- wise a bone-boiler and a maker of seap, and souer's handwriting, which he gave to the Police. ent ports stopped at, and we found that the disci- sent moment, and for many months, we have besides all this did a large business in the Defendant stated that on Saturday he gambled pline; cleanliness, and order on board our ships, and been feeling the effect of the recent development manufacture of bone-dust manufacture of bone-dust manufacture of bone-dust manufacture. away all his wages. He then went to the office quality of our service was rapidly deteriorating. of foreign competition on our trade. The new agency of sulphurio soid. At last, the com-

so he wrote the letter produced to his master and Indians who perished on board the Tasmania, opportunity—I hope in Docember next—I will the promptitude of a man who holds the reins of sheep" when they came into cold weather. Not doubt about this fact, that in shipping business to shew in justification of his right to keep his Complainant, on being re-called, stated that a single lascar, not a single Indian sailor, was at the present moment there is a perpetual mills revolving and his tanks bubbling: he

would have done under similar of comstances. That, gentlemen, is the record probably of most But I may tell you, apropos of the physique and trades of the country in the present day; but capacity that Indian seamen have of enduring most assuredly it is with regard to the shipping cold, that under ordinary circumstances we have trade in which we are engaged. Your Directors had during the last 10 years, on an average, are fully alive. I trust and believe, in every way something like 600 or 700 Asiatics in the docks to the difficulty of the task they have before have experienced lately-I say undoubtedly and past, by carefully watching your interests, by a has hardly ever been a case of one of those sea- due amount of prudence, we may be able to con-The CHAIRMAN—Gentlemen, I presume that, men dying through the effects of cold, thinly clad trive for you a successful result—(Applause)

The CHAIRMAN-If no one wishes to ask any

\* The resolution was then put and carried un

l animously. The CHAIRMAN -I have now to move - " That

The Jubilee was colourated at Singapore with cumstance which I cannot but feel we cught to be time the subject of criticism in this room - and | Charter dated the 19th day of January, 1887, great éclat. On Monday, 27th June, there were gratified with in connection with this nuhappy | the loss of the Tasmania involves £100,000 by enabling the Company or its Directors to create

The resolution passed auanimously. The CHAIRMAN-Gentle nen, that concludes Mr. T. R. SAFE proposed a vote of thanks to

Sir THOMAS DAKIN having seconded the Mr. Geropou hoped the meeting would not separate without thanking the officers of the

The resolution was carried unanimously. The CHAIRMAN -Guntlemen, on behalf of my colleagues and myself, and the officers throughout the length and broadth of the service-and no

THE INDO-CHINA STEAM NAVIGA-TION COMPANY (LIMITED).

The sixth ordinary general meeting of this The SECRETARY having read the notice conven-In moving its adoption the CHAIRMAN stated

DUSTRING AND SCAVENGERS.

A correspondent sends us the following exwith the sanitation discussion:-

It is at least a comfort to learn that in the

VESSELS ADVERTISED AS LOADING.

she returned from her wedding tour, and glorious chapter in the history of this great Emnever since had she, for a single month, been | pire. - Courier. away from it. All the children were born "on the premises," and there they were, well grown and perfectly jolly and healthy, and not one of them had even known what serious illness was. foreover, there was forthcoming ample medical testimony to the effect that during the prevalence of cholera that was devastating the neighbourhood, not a single one of the many "hands' ouployed about the awful smolling coppers was in the least affected. It is very extraordinary. of .23rd February was 11,691,255. In 1842 the "Studies of Street Life," by JAMES GREENwood, in Loudon Society.

### THE DOUBLE FLORIN.

The Australian Trading World, in an article on "The British Dollar", says :- "It is clear that as a dollar, always convertible into gold at a fixed price, the English dollar will very soon assume a commanding position, not only in the monetary system of the United Kingdom, but in point of fact it will 'impinge' very much upon the currency of other nations. We are quite aware that this coin will only be issued for service in the United Kingdom of Great Britain and Ireland, and for the colonies where a sterling currency had been adopted—that is to say, the Australasian colonies—but the dollar is largely used in matters of accounts, and also in actual currency in Canada, in South Africa, and in the British Government as of the sterling value of purposes be as current in these places as the gold sovereign. We do not for a moment lose sight payment of debts to the extent of 40s., but practically the adaptation of a coin to the want at present use the silver dollar of about the this theory is a very simple one. The acpopulation of Ireland was reduced by famine at
tual metal currency of a country is simply
the commencement of the Queen's reign from 8 one deep feeling—ardent loyalty towards their that which is needed for the daily retail transactor to 5 millions. Honan has lost seven millions, Sovereign. tions; the value of the pound sterling is the wellfrom all complexities of exchange value; therefore, if an English dollar is useable and negotiable as the fifth of a pound sterling and is for all practical purposes so exchangeable, it at once assumes a position of intrinsic importance, second only to that of the actual golden sovereign, and if there is an inequality in fact, that is compensated by its increased value in the matter of divisibility. Having stated the case so far, we are not going to shut our eyes to the practical working of the case. The first element in the consideration is clearly this-Will the Mint authorities issuesucha quantity of the new dollars as will serve to support or supply the medium of such a circulation as we have spoken of? Candidly we must say we do not think they will. The profit on the transaction is so large that it will at oncecheck the use of it. The new dollar or 4s. piece will cost the Mint authorities about 36d., and the has fallen to eleven millions and that of Kiangan very fact of the profit being so large, some 33 | per cent., will prevent the Exchequer realizing it, and very properly so too. But can they prevent it? We think not. Let us look at it from a trader's point of view—profit and convenience. We will say a fair issue of their dollar coins is made. They disappear naturally. A further ! demand is made through bankers for more of these coins. Can it be legitimately refused f We say certainly not, and especially as the issue yields a large profit. So the legitimate use of yields a large pront. So the legitimate use of and Kiangsi is due to the fact that the chief the coin, whether domestic, colonial, or foreign, cities in those provinces were not taken during must be applied."

must be supplied." CANALS VERSUS RAILWAYS. Britain of her railways. According to western former census or of the present one. ideas the latter are preferable, and powerful illustration of the reliability of the new Chê-Syndicates have come to the East from England, kinng census, the Trade Report of Mr. A. E. Germany, Belgium, France, America, etc., etc., Hippieley found in the Customs Reports for backed by millions of dollars, with the object of 1831 may be cited. Mr. Hippisley was then persuading the Peking Government to in acting Commissioner at Wenchow. He received troduce railways, and thus interfere with, from the Taotai a copy of the census lists newly if not altogether abolish, the traffic on compiled for that prefecture. The number of the Canals, while in England, at the inhabitants was in all 1,8 1,690, and in each strong remonstrance, and with great cause, lesson to be derived from the new census is that against the disadvantage under which they a severe famine will reduce the population of a labour consequent on the high rate of freight province occupying the centre of devastation to exacted from them by the railway companies nearly one half what it was before, while the Especially-has-the-complaint been made that neighbouring provinces, which lie in the goods have been brought to their districts from penumbra so to speak of the awful colipse, will foreign ports on which the freight charged has lose a third or a fifth of their inhabitants. But been much less than the amount extorted for a such a famine must be caused by changes in the few miles of carriage on the railways at the end sun's spots, and not merely by inundations. of the journey, while it can be easily proved Shantung has lost nothing by the overthat a few miles more or less of inland naviga- flow of the Yellow River near its month tion, added to the length of a sea voyage, can The population in this province is most rapidly not increase the freight or marine insurance, increasing. This must be because of the limitation and the charges now levied for dock dues, por-terage, etc., would be entirely saved. This for-the most eight or ten, arrondissements suffer. cibly applies to a railway from Taku to Peking, but the remainder of the province enjoys the and the question at once arises whether a ship prosperity ensued by a fertile soil, and industrious canal would not serve the purpose better, and habits on the part of the population. whether its construction would not, equally well The population lists as they have been comas a railway, add to the wealth, the strength, and piled up to the present time make the whole pothe happiness of the community. No doubt en- pulation 321 millions. But six provinces have gineering evidence could be obtained to throw not yet sent in their returns. They are Chihli discredit upon the project, but experience has Kwangsi, Anbui, Kansu, Kweichow and Yünshown that the opponents of canals—especially nan. When the returns are complete we shall engineers - have always been wrong. Moreover, know the actual population, so far as it can be the canal has many other advantages over the ascertained, of the Chinese Empire. In the railway. China, for instance, is burning with a grand total of 321 millions the numbers for each desire to recruit her naval and marine services, of these six provinces are given roughly, secondand the sight, on the Peking plains, of some of ing to former entries in official books.-N. C. ON PARIS.the finest models of marine architecture, to- Daily News. gether with the musical creaking of the blocks, which a distinguished writer alleges has done so much to make sailers, a thirst for naval glory would be induced. And, further, the desire of the Empress to see the sea, the raging main, and a pure salt water mirage, as lately referred to in the columns of our morning contemporary, could be appeared, and all other like idiosyncrasies of similar hermit-bred pereonages. And here, by the bye, is a very important point. For the Empress to see the hour fixed for enforcing Mr. W. H. Smith's On Shanghal.sea, the Peking magnates estimate the cost at motion, that the Committee stage of the Crimes five million taels, a nice nucleus on which Bill be finished, the Parnellites left the House. to start The Imperial Canal Company of China. | Clause 6 was then adopted by 332 against 163 Our commission is one per cent, in case the votes. The Gladstonians after voting left the idea is carried out. But there are still other House, and the remainder of the Bill was adopted and greater advantages to enumerate. The without any division, during which time only effect produced upon the inhabitants of the Conservatives and Liberal Unionists were pre- Hongkong and Shanghai Bank Shares-139 country traversed, by a constant supply of fresh sent. sea air, with sea water, would soon be apparent. salt water bathing would no longer be a luxury for the rich alone, the coolie could take his header and bob up serenely whenever he desired. missionaries to crowd into Chefoo during the Kerki for the winter quarters of the Russians. Yangtsze Insurance Association-Tis. 114 per summer months, as they now do, to the detriment of played-out folks from Shanghai. Another boon would also be afforded to the people in

ture and consumption, the fish lose much

them to be so highly esteemed by epicures

as an article of food. It is therefore part

of the scheme for a canal of the kind we

waters of the canal, within the precincts of Pek-

moters will have had the satisfaction of construct-

have given incretive employment to many rest-

breezes and civilising methods to many a home; spirit.

with her enterprising husband, and they will have written a new, inspiring, and

### THE POPULATION OF CHINA.

A writer in the China Review for March and

April notices a very heavy diminution in the officially registered population of the province of Chekiang. The number given in the memorial of the Governor published in the Peking Gazette number was 30,437,974 and in 1780 it was 26,256,784. To account for this enormous fall in population there is only the Tai-ping rebellion. Doubtless the destruction of life was frightful at the time of the rebellion, but it will be questioned by many, before inquiry, if it would diminish the number of inhabitants, to so great an extent as this. To assist in forming r judgment on this point it will be convenient to compare the changes in the population of other provinces which suffered severely from the same cause. We have had an opportunity of examining the most recent returns for twelve of the provinces. The population of Shantung, which suffered greatly from the Nien-fei, rose from 29 millions in 1842 to 36 millions by the last returns of the Board of Revenue. . This increase seems perhaps too great. The popula-tion of the province of Canton has risen from 31 to 29 millions and of Hupei from 28 to 83 millions, while that of Hunan has risen from 20 to 31 millions. Since the favourable position of West India Islands, and it is perfectly within these provinces increases their trade, and the reason to suppose that a coin issued by the Yangteze river by its advantage for internal navigation has given Hankow its great popula-4s., or the five to the pound, will for all practical tion and commercial prosperity, there is no reason why we should doubt these statements of increase in population. On the other hand, the of the fact that silver coin within the United official statement of a rise in Szechuen from 21 Kingdom can only be legally tendered in to 71 millions is quite beyond all prebability. The immense area of the province, the healthiness of the climate, the fertility of the soil of the English community throughout the world makes that coin the standard coin in use, and it must in course of time produce a very powerful where the population has diminished are seven.

The provinces sunrise in the streets on the line of procession where the population has diminished are seven. from Buckingham Palace to Westminster Ab-'trespass' on the coinage of such countries as In Shansi the famine following the Tai-ping rebeliion brought down the population from 17 to cadilly and round the Abbey was one of unsome value. Our argument in support of 11 millions. This we can believe, because the matched brilliancy and had a most impressive

known unit of value throughout the world, free The diminution in Kiangsu has been enormous. The population is little more than half what it was before the year 1850. It fell during the Tai-ping times from thirty-nine millions to twenty-one. The province of Fakien lost two millions during the same disastrous period. That it did not lose more was because Foochow was never taken by the rebels. The Bohea mountain range protected the north half of the province. The population of Shensi fell from ten millions to eight, as the effect of the famine and of the Mahommedan rebellion; Kiangai lost two millions only and still stands in the census at twenty-four and a half millions, having had twenty-six and a half in 1842. We leave it to the reader to judge whether

the lessons to be derived from the new population returns of the Board of Revenue are not sufficiently plain. The population of Chekiang to twenty-one millions through the long occupation of those provinces by the Taiping bands. The cause was not in famine or in pestilence or the ravages of locusts but in civil war. If any one doubts the correctness of the lists it is enough to say that the proportional loss in Kiangau sustains the correctness of the Chekiang census, just as the proportional loss in Chekiang sustains the correctness of the Kiangsu census. Again the much smaller falling off in Fukien the rebellion. This circumstance saved the lives of ten millions of people, because the time of rebel occupation was short and the area of devastation was diminished by more than one half. If we give due weight to these considerations it is China bossts of her Canal system and Great not necessary to doubt the correctness of the

present time, capitalists are agitated by a fever | house on an average a little under five. The anxioty to make canals. The Manchester cities had only one-tenth of this total. On the Ship Canal proposal did not meet with the sno. | coast the fishing and salt-pan districts had onecess it perhaps deserved. Still a scheme has been twelfth; more than four-fifths were agricultural. propounded to unite Birmingham with the sea, This is quite what might be expected, and there and a preliminary prospectus sets forth the ad- is no sufficient reason therefore to doubt vantages of the canal, in language that is not the approximate correctness of the Taotai's merely at once convincing but it sounds the death lists. They would be under rather than knell of the railway era in the west, and the flock- over the real numbers, but this was true, just ing of syndicates to China with their rails and as much of the census of 1842, which was printed iron horses can, after this, be readily understood. in the North-China Herald for October Their occupation at home has gone. It is point. 15th, 1859, and of each preceding census taken ed out that the midland districts of England, when there was no head tax levied by the govern-(and, as an analogous case, we may add the ment. They are all under the trath, excepting foreign residents of Peking), have often made in all cases olorical and other errors. The other

# LATE TELEGRAMS.

The following late telegrams are from Ceylon

and Indian papers:-London, 18th June. In the House of Commons last night at the

THE EUSBIANS ON THE AFGHAN PRONTIER. LONDON, 19th June. News from St. Petersburg states that the in. | China Traders' Insurance Company's Shareshabitants of Kerki refuse to supply provisions and there would no longer be any necessity for to the Russians, and that hots will be erected at North China Insurance-Tis. 285 per share

THE JUBILEE. LONDON, 18th June. Their Majesties the Kings of Denmark and the matter of their fish supply, and more partic Greece have arrived in London. The King and On Tai-Insurance Company, Limited-Tla-148 cularly as regards its freshness, it having been Queen of Belgium and the King of Saxony and ascertained by careful experiment that when a the Princes of Bayaria and Sweden arrived to. Canton Insurance Office. Limited-\$721 per period of some weeks intervenes between cap- day. M. Waddington has been specially accre-

of that delicacy of flavour which causes Jubilee. LONDON, 19th June. The Queen will personally receive Jubilee addresses from the Indian delegates. The de- Straits Marine Insurance Company, Limitedhave described to train turbot, cod mackerel | coration of the streets and the illuminations on samli and all other delicious and favourite Jubilee day will be carried out on a scale of ex- Straits Fire Insurance Company, Limitedsea fish to swim up the canal to its extreme ter. treme grandeur. The police authorities have minus, and as an inducement for the foreign issued a circular enjoining all chemists to exer. Hongkong and Whampon Dock Company's Ministers in Peking to fa: Fur and push forward | cice extreme caution in selling explosive chemi-

the scheme, the sole right of fishing in the cals. LONDON, 20th June. ing proper, might be conceded them, provided The Queen surrounded by Princes and Prin- Indo China Steam Navigation Co.'s Sharesof course that their rods and tackle did not cesses received the Maharaja Holkar and the affect the mirage to be supplied to the Empress. delegates from Kattiawar, Hyderabad, Bhurt. China and Manila Steamship Company, Limited Fereign railway syndicates having failed to pore and Kapurtalla at Windsor Castle on Sahim on his own soft place—canala, and should the in the audience chamber.

immediate that one of the first steps, after cutting | Palace to day. printers for twenty per cent. dividend warrants. Prince of Aosta, have arrived. The Grand is share. But should no dividend ever be earned the pro- Duke Sergius represents Russia. London is simply crammed: the streets were ing a masterpiece of engineering skill; they will thronged with sight-seers all Sunday. The German and Austrian papers comment on

less intellects; they will have brought healthful, the approaching Jubiles in the most cordial Hongkong Ice Company's Shares-\$51 per

DESTINATION	VESSEL'S NAME	CAPTAIN-	<b>∆</b> T	FOR PRHIGHT APPLY TO
<u> </u>				reg)
LONDON, &c., VIA SUEZ CANAL	Malwa (str.)	G. W. Atkinson	*************	P. & O. S. N. Co
LONDON VIA SUEZ CANAL	Cyclops (str.)	Nish	Hongkong	Butterfield & Swire
LONDON VIA SUME CANAL	Glencyle (str.)	Gasson	Hongkong	Jardine, Matheson & Co
LONDON VIA SUBZ CANAL	Oopack (str.)	J. C. Jaques	Hongkong	Arnhold, Karberg & Co
HAVRE AND HAMBURG, &c	Lydia (str.)	<u>J</u> . Vasa	Hongkong	Siemssen & Co
HAVRE AND LONDON	Narcissus	Dancan	Hongkong	Carlowitz & Co
LONDON AND HAMBURG	Amaranth	Moriese	Hongkong	Pustau & Co
LONDON	John Nicholson	Coslon.	Hengkong	Gibb, Livingston & Co
LONDON	Bengloe (str.)	Farquher	Fingkong	Adamson, Bell & C.
LONDON	Abardeen (str.)	Barclay	Hongkong	Adamson, Bell & Co.
VANCOUVER B.C., VIA KOBE, &co.	Batavia(str.)	Price	Hongkong	Carlowit & Co
GENOA & PORTS of CALL	Bisagno (str.)	Anfosso	Hongkong	O. Bredrick
TRIESTE	Orion (str.)		110125110115	P. M. S. S. Co
BAN FRANCISCO VIA Y HAMA	City of New York(str.)	*****************	Hongkong	O. & O. S. S. Co
SAN FRANCISO VIA Y'HAMA	Gaetic (str.) E. J. Spence	Gill	Hongkong	Gonsalves & Co
SAN FRANCISCO	Great Admiral	Rowell	Hongkong	Russell & Co
SAN FRANCISCO		Barnham	Hongkong	Pustau & Co
SAN FRANCISCO	Granite State	Ross		Pustau & Co
NEW YORK	Benjamin Sewill	S. R. Uimer		Pustau & Co
NEW YORK	Wachusatt	Chs. C. Oakland	Hongkong	Pustau & Co
NEW YORK	Antoinette	Bunge	Hongkong	Siemsson & Co
NEW YORK VICTORIA B.C.	Southern Chief		Hongkong	Arnhold, Karberg & Co
TOTOLITI	Monnt Lebanon	Nelson	Hongkong	Glonsalves & Co
HONOLULU SYDNEY & MELBOURNE, &c.	Catterthum (str.)	Darke	Hongkong	Russell & Co
YOKOHAMA VIA NAGABARI, &c.	Teheran(str.)		Hongkong	P. & O. S. N. Co
YOKOHAMA AND KOBE	Benarty (str.)	Le Boutillier	Hongkong	Gibb, Livingston & Co
KOBE AND YOKOHA 1A	Volga (str.)	Bevilagna	Hongkong	Messagaries Maritimes
KOBE AND YOKOHAMA	Oxfordshire (str.)	Jones	Hongkong	Russell & Co
BOMBAY VIASTRAITS	Zambasi (str.)		Hongkong	P. & O. S. N. Co.
SHANGHAL	Molbourne (str.)	De la Marcelle	Hongkong	Messazeries Maritimes
SHANGHAI	Khedive (str.) ,		Hangkong	P. & O. S. N. Co
SHANGHAI	Yangtsze (str.)	Th.W.Starling	Hongkong	Siemssen & Co
SHANGHAT VIA ANOV	Nestor (str.)	Thompson	Hongkong	Butterfield & Swire Jarline, Watheson & Co
SWATOW. CHEFOO. &n	Kwongsang (str.)	Sallar	Hongkong	Douglas Lapraik & Co
SWATOW, AMOY, VFO ICHOW	Namoa (str.)	Goddard	Hongkong	DARKERS CONTRACTOR OF CO

London, 21st June. The weather has been most brilliant through-

A brilliant cavalcade of Princes escorting the Queen's carriage was one of the features of the procession. The Crewn Prince of Germany was especially singled out and warmly cheered. The Marquis of Lorne's horse became restive and the Marquis was thrown, but fortunately sustained no injury and mounting another steed he proceeded with the rest of the escort. Her Majesty had on this occasion discarded her usual costume of mourning and looked smiling and

The Archbishop of Canterbury, Bishop of London and clergy received the Queen at the entrance to the Abbey and conducted her to the coronation chair which stood on a dais facing the altar. At the close of the ceremony the Princes. and Princesses came forward and did obeisance to Her Majesty, after which the procession was reformed and returned to Buckingham Palace in the same order, but by a different route.

The Indian Princes in their gorgeous dresses excited a great deal of interest. The feeling of the people towards the Queen was one of the utmost enthusiasm, and the whole affair was a complete success; no hitch whatever occurring to mar the superb and memorable pageant. THE COLLISION BETWEEN THE "GOORKHA"

AND "CALDERA." Madras, 6th June. The passengers of the steamer Goorkha arrived at Madras on Saturday per P. and O. steamer Thames. The following account of the Goork. ha's collision is given by one of her passengers: —While nearly opposite Jeddah a steamer's light was reported on board the Goorkha at a quarter to twelve o'clock on the night of the 14th May The night was plear and the sea-calm the Georkha going twelve knote per hour. The third officer was on watch on board the Caldera with whom the Goorkha collided. The vessels ran into one another half-an-hour after the former's light were seen from the Goorkha. The shock was violent. One of the vessels after parting struck again A number of ladies and children on board the Goorkha, all passengers, behaved well. The native crew is stated to have been panic-stricken However, a boat was lewered from the Goorkha after some delay, and the extent of her damag was seen. Five holes were made in her port bow one ter feet long and three wide. The beat after reporting the damago, proceeded to Calso. Sh reported she was bally damaged, her bows wer out up a long distance from the bowsprit and her fore part knocked away. The Goorkha, as requested, stood by the Caldera through the night. At daylight next morning the crew of the Caldera boarded the Goorkha, leaving, it is stated, the captain and chief engineer of th Caldera on board. The Caldera and Goorkh then proceeded towards Aden, but finding the water coming in large quantities in the forepart steamed into Snakim, leaving the Caldera float ing high. The Goorkha passengers were taken by the Hungarian Lloyd's steamer Florio to Aden, and there transhipped to the Thames. The cause of the collision is unknown, as the Caldera is said to have seen the lights of the Goorkha the same time as the Goorkha saw her. There was plenty of sea room, and the night was

four hours, her boats were not provisioned and the water casks were full of salt water. Both steamers accuse each other as the cause of the COMMERCIAL INTELLIGENCE. THURSDAY, 7th July. EXCHANGE. LONDON.-Telegraphic Transfer ......3/13 Bank Bills, at 30 days' sight ......3/14 Bank Bills, at 4 months' sight ..... 3/14 a 3/14Credits, at 4 months' sight ......3/21 Documentary Bills, at 4 months' Bank Bills, on demand ......3.93 Credits, at 4 months' sight ......4.01 ON NEW YORK .-Credits. 60 days' sight .......77 BOMBAY.— ON CALCUTTA .-Telegraphic Transfer ...........2223 Bank, on demand Bank, at sight ......721 Private, 30 days' sight ...............73

clear. It is stated that great difficulty was ex-

perienced in launching the Goorkha's boats, and

that although she had been steaming twenty-

SHARES. Quotations are:per cent. premium. Union Insurance Society of Canton, Limited— 383 per share. 371 per share, sellers.

Chinese Insurance Company, Limited—\$225 per per share. dited to represent the French Republic at the Hongkong Fire Insurance Company's Shares-

\$3871 per share.

10 per cent. discount.

per share, sellers.

per share. \$16 nom., sellers. Shares-79 per cent. prem. Hongkong, Canton, and Macao Steamboat Co.'s Shares - \$204.

-30 per cent. discount, nominal. touch John Chinsman, it might be well to hit turday. A native bodyguard was in attendance Douglas Steamship Company, Limited-\$50 per undertaking be carried out, success would be so Her Majesty comes to stay at Buckingham Hongkong Gas Company's Shares \$125 per the first sod should be to give the order to the The Crown Prince of Austria and Amadeo, Hongkong Hotel Company's Shares-\$200 per China Sugar Refining Company, Limited-3139 per share, sales. Luzon Sugar Refining Company, Limited-\$65

Hongkong and China Bakery Company, Limi **\_\$11**0 per share. Perak Tin Mining and Smelting Company Punjom and Sunghie Dua Samantan Mining Company, Limited-\$171 per share fully

Hongkong Rope Manufacturing Company, Limited-\$35 per share. Hongkong and Macao Glass Manufacturing Co., Limited-60 per cent. discount. . S. Watson & Co., Limited-60 per cent Hongkong & Kowleen Wharf and Godown Co.

Singapore Insurance Company, Limited-\$18 per share. Chinese Imperial Loan of 1884 B-6 per cent Chinese Imperial Loan of 1884. C-8 per cent pramium, sales. Chinese Imperial Lean, 1886 E-5; per cent premium, sales.

HONGKONG TEMPERATURE.

-1 per cent. premium.

(FROM MESSES. PARCONNE & Code REGISTER.) July 6th. Thermometer -9 A.M. Thermometer-9 a.m. (Wet bulb)..... Thermometer-1 P.M. (Wet build)......80 Thermometer-4r.m. (Wet bulb)......80 Thermometer-Maximum ......88 

CHINA COAST METEOROLOGICAL

STATION.   Station   Sta	8th July, 1837, at 4 p.st.								
Hospkong 29.80 62 11 45 1 6 —  Hospkong 29.77 50 85 0 0 d —  Amoy 29.78 85 49 4 6 —  Foochow 29.71 77 95 6 1 6 —  Shanghai 29.71 77 95 6 1 6 —  Negasaki 29.74 72 — 8 1 — —  Wind 29.74 72 — 8 1 — —  Tth July, 1887, st 10 a.w.  STATION. 69.90 — 4 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	STA V	TION,	Barometer red. to sea level and 32° Falis.	Tempera-	Hun day.	المسيرين بثم		Weather,	Bain last 21 kours.
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STATION.   1987   100 a.w.   100	Slacz Nega: W Ia	ilai laki l i- )	29,71 99,90	37.			1	<u> </u>	
Manila 29,88 69 45 MB - C - Haiphong 29,82 83 79 8 1 op 0.15	7th July, 1887, st 10 a.w.								
Manila 29,88 69 45 MB — c — Haiphong 29,82 83 79 8 1 op 0.15	STA	TION.	162	Tempera-	!famidity.	j		<u>-</u>	Rain last
	Haip Hong	hong	29,88	81	79	Fi .		ор	
Fooehow 29.68 79 91 98w 1 b — Nagasaki 29.94 — as 2 — — Wladi-	Food Shan Naga	how gbai waki	29.68 29,94	79	91	_	1 2	b -	

W. DOBERCK. Hongkong Observatory, 7th July, 1887 METLOROLOGICAL REGISTER. Previous

On date | On date at 10 a.m. at 4 p.m. 20.82 Garometer ..... Comperature ....... force of wind\_...... Veather ..... Rain ..... 1.—Browster reduced to 33 degrees Fahrenheit and to the level of the sea in lackes, tenths and hundredths.
2.—Temperature in the shade in degrees Fahrenheit.
3.—Hummyr in percentage of saturation, the humidity of six saturature with moisture being 100.

4.—Direction of the Wind to two points.

5.—Ronds of the Wind according to Beaufort Scale.

6.—State of the Weather: B. blue sky; C. detached clouds: D. drizzling rain; F. fog; G. gloomy; H. hail; I. lightning; O. overcast: P. passing showers; Q. squally; H. rain; S. snow; T. thunder; V. visibility; W. dew (wet).

7.—Rain in inches, tenths and hundredths. W. DOBERCK.

Hongkong Observatory, 7th July, 1887. VESSELS ON THE NAVIGAZIONE GENERALE ITALIANA

STEAM FOR SINGAPORE, PENANG, AND BOMBAY, despatch. having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; also to MARSEILLES, all Mediterranean, Adriatic, Levan-TIME, and SOUTH AMERICAN PORTS up | THE 3/3 A. I. I. American Ship to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD. THE Company's Steamship 🐣

"BISAGNO." Captain Anfosso, will be despatched as above I'U·DAY, the 8th inst., at Moon. The Steamer has aplended Accommodation for Passengers and carries a Doctor and For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Agents. Hongkong, 6th July, 1887. THE "BEN" LINE OF STEAMERS. FOR YOKOHAMA AND KOBE. THE British Steamer

"BENARTY." above on or about the 19th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 7th July, 1887.

THE Company's Steamer

Hongkong, 2nd July, 1887.

AUSTRO-HUNGARIAN LIOYDIS STEAM NAVIGATION COMPANY. STEAM FOR-SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN. SUEZ. PORT SAID, BRINDISI, & TRIESTE. (Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SRA,

LEVANT & ADRIATIC POETS).

Captain G. Mattiagni, will be despatched as above on the 12th it...t...at Noor. For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central. O. BACHRACH,

arline, Watheson & Co..., | On or about 12th inst. onglas Lapraik & Co... To-morrow, at Noon. VESSELS ON THE BERTH.

TO BE DESPATCHED

On 14th inst., at 4 P.M

On or about 14th inst.

On or about 20th last.

On 17th inst., at 9 A.M.

On or about 20th inst.

On 12th inst., at 3 P.M.

On 12th inst., a Noon.

On 23rd inst., at 3 PM.

On 12th inst., at 3.P.M.

On 14th inst.

Quick despatch.

Quick despatch.

Quick despatch

On 17th inst.

To-day, at Noon.

Quick despatch.

On 15th inst., at 2 P.M.

On 15th inst., at 4 P.M

On or about 10th inst

To-morrow, Daylight.

On 13th inst., at 4 P.M.

To-morrow, at 3 P.M.

To-morrow, at 4 P.M.

To-day, at 6 P.M.

Quick despatch.

On 14th inst.

Quick despatch

COMPANY, LIVITED. FOR SWATOW, CHEFOO, AND TIENTSIN. Perak Sugar Cultivation Company—Tls. 18 per THE Company's Steamship

INDO-CHINA STEAM NAVIGATION

"KWONGSANG." Captain Sellar, will be despatched as above on or about the 12th inst. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 5th July, 1887. GLEN" LINE OF STEAM PACKET FOR LONDON VIA SUEZ CANAL. THE Steamship

"GLENGYLE." Captain Gasson, will be despatched as above or about the 14th instant. This steamer has superior accommodation for Chinese Imperial Government 1885 Dollar Loan passengers, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

Agents. Hongkong, 2nd July, 1887. STEAM TO YOKOHAMA, VIA NAGA-SAKI AND KOBE

(Passing through the INLAND SEA). THE P. & O. S. N. Co.'s Steamship "TEHERAN." will leave for the above places on FRIDAY. the 15th July, at FOUR P.M. E. L. WOODIN. Acting Superintendent Hongkong, 2nd July, 1887.

THE "BEN" LINE OF STEAMERS. FOR LONDON. THE British Steamer ·BENGLOE.' Captain Farquhar, will be despatched as above on or about the 20th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 7th July, 1887. THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY,

LIMITED.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship " OOPACK." J. C. Jagnes, Commandor, will be despatched as above on ... about the 20th instant. For Freight or Passage, apply to ARNHOLD, KARBERG & Co.,

Agents.

Hougkong, 2nd July, 1887. STEA I TO SHANGHAL THE P. & O. S. N. Co.'s Steamship "KHEDIVE," will leave for the above place about 24 hours after her arrival with the next English Mail.

E. L. WOODIN. Acting Superintendent. Hongkong, 4th July, 1837. FOR NEW YORK. FIRE 3/3 L. I. I. American Ship

"GRANITE STATE." Ross, Master, shortly expected here, will load for the above Port, and will have quick For Freight, apply to PUSTAU & Co. Hongkong, 7th July, 1887.

FOR NEW YORK. FIRE 3/S.L.I.I. British Barque "ANTOINETTE." Captain Bunge, will load here for the above Port, and will have quick despatch, For Freight, apply to

SIEMSSEN & Co. Hongkong, 2nd June, 1887. FOR NEW YORK. TTHE 3/3 L. I. I. American Ship "BENJAMIN SEWALL."

(FLORIO & RUBATTING UNITED COMPANIES). | S. B. Ulmer, Master, shortly expected here, will load for the above Port, and will have quick For Freight, apply to PUSTAU & Co. Hongkong, 7th July, 1887. FOR SAN FRANCISCO.

> "PACTOLUS." Barnham, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to Hongkong, 18th June, 1887.

> FOR HONOLULU. THE 3/8 L. I. I. American Barkentine "MOUNT LEBANON." Nelson, Master, will load here for the above Fort, and will have quick despatch. For Freight, apply to GONSALVES & Co.

Hongkong, 29rd June, 1887.

FOR SAN FRANCISCO. THE A. I. British Barque "E. J. SPENCE." China Fire Insurance Company's Shares-182 | Captain Le Boutillier, will be despatched as Gill, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to GONSALVES & Co. Hongkong, 23rd June, 1887. FOR LONDON. THE A I British Ships.

"JOHN NICHOLSON," Casion, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 11th Jane, 1887. FOR HAVRE AND LONDON.

" NARCISSUS." Duncan, Master, will load for the above Ports, and will have quick despatch. For Freight, apply to CARLOWITZ & Co. Hongkong, 22nd April, 1887.

THE 100 A I British Ship

VESSELS ON THE BERTH. OCCIDENTAL AND ORIENTAL STEAM-

BHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO. CENTRAL AND SOUTH AMERICA. AND EUROPE:

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS

despatched for San Francisco, vid Yoko- patch. hama, on TUESDAY, the 12th July, at Connection being made at Yokohama with Steamers from Shanghal and Japan Ports. All PARCEL PACKAGES should be marked to address in full; and same will be received at the

Company's Office until Five P.M. the day previous to sailing. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at Sau Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 7 will be made from Return Eare. Pre-Paid Return Passage Orders, avail able for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fores from China and Japan to Europe. Consular Invoices to accompany Cargo des- kong on the 28th April.

tined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco. For further information as to Freight or Passage, apply to the Arency of the Com- hama on the morning of the 6th, and may be pany, No. 50A, Queen's Road Central. C. D. HARMAN, Agent. Hongkong, 23rd June, 1887.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORTSAID, MALTA. Marseilles.Gibraltar, Brindisi, VENICE, TRIESTE, AND LONDON;

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA. N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIRSTE, HAM-BURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship Majesty's Mails, will be described from this for LONDON direct via SUEZ CANAL the first time cause of complaint occurs; it is a and usual Ports of call on THURSDAY, the mistake to let such matters pass for fear of

14th July, at Four P.M. Cargo will be received on board until 10 A.M. Parcels and Specie (Gold) at the Office until Noon, on the day of sailing. For further particulars regarding FREIGHT and Passage apply to the Peninsulan & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are remired to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's p. 385 large edition, p. 701 small edition. This Black Bills of Lading. E. L. WOODIN,

Acting Superintendent. Hongkong, 5th July, 1887. U. S. MAIL LINE.

PACIFIC MAILSTEAMSHIPCOMPANY. PHROUGH TO NEW YORK, VIA OVER LAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U.S. Mail Steamer "CITY OF NHW YORK," will be despatched for San Francisco, vià Yokohama, on SATUR-DAY, the 23rd July, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports -Per Catterthun, on Friday, the 15th inst., at in Mexico, Central and South America, by the 1.30 P.M. Company's and connecting Steamers.

of Steamers. RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at Sau Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 %, from Return Fare: if re-embarking within one year. an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, avail-

able for one year, will be issued at a Discount of 25 %, from Return Fare. These allowances do not apply to through fares from China and 2.30 P.M., Post Office closes, but Correspondence Ianan to Europe. Freight will be received on board until 4 P.M. on the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo been neglected, will make no enquiries into destined to Ports beyond San Francisco alleged losses of such letters. should be sent to the Company's Offices in Sealed Envelopes, addressed to the Cellector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company. No. 50A, Queen's Road Central. C. D. HARMAN, Agent.

Hengkong let July, 1887. CANADIAN PACIFIC LINE. TAKING CARGO AND PASSENGERS

STATES, AND EUROPE, THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

JAPAN, CANADA. THE UNITED

THE British Steamship "ΒΑΤΑΤΙΛ."

will be despatched for VANCOUVER. B.C., VIA KOBE AND YOKOHAMA, on TUES- Gibraltar. DAY, the 12th July, at THREE P.M. To be followed by S. S. "ABYSSINIA, on the 26th July, and S. S. "PARTHIA," on 19th August.

Boilers, and can maintain a speed at sea of letters. from 13 to 14 knots. Connection will be made at Yokohama with HOURS FOR CLOSING THE CONTRACT Steamers from Shanghai and Japan Ports, and at Vancouver with San Francisco by the regular Steamers of the Pacific Coast Steamsmip

The attention of through passengers is drawn to the fact of the Canadian Pacific Railway being the best built and most splendidly, equipped line ever constructed on the American Continent, and specially adapted for Summer | 7 A.M., Post Office opens. travelling. Consular Invoices for Goods to United States points should be made out in quadruplicate, and addressed to Mr. D. E. Brown, District Freight

Freight will be received on Board until 4 P.M. on the 11th July. All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing. For information as to Passage or Freight,

Agent, Vancouver, B.C., and sent to us.

apply to LADAMSON, BELL & Co., Hongkong, 29th June, 1887.

FOR VICTORIA, B.C. IF SUFFICIENT INDUCEMENT OFFERS. THE American Bark SOUTHERN CHIEF,

will load here for the above Port, and will have

For Freight or Passage, apply to ARNHOLD, KARBERG & Co., Hongkong, 11th June, 1887.

FOR NEW YORK. THE 3/3 A. I.I. American Ship "WACHUSETT." Chs. C. Oakland, Master, will load here for the

quick despatch.

above Port, and will have quick despatch. For Freight, apply to PUSTAU & Co. Hongkong, 10th May, 1887.

VESSELS ON THE

FOR SAN FRANCISCO. FIRE 3/3 L. I. I. American Ship

"GREAT ADMIRAL," Rowell, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to RUSSELL & Co. Hongkong, 21st June, 1887

FOR LONDON AND HAMBURG. THE 3/3 L II German Bark "AMARANTH." Captain Morisse, shortly expected here, will load

THE Steamship "GAELIC" will be for the above Ports, and will have quick des-For Freight, apply to CARLOWITZ & Co.

Hongkoug, 2nd July, 1887.

## MAILS EXPECTED.

THE INDIAN MAIL. The steamer Japan, with the Indian mail, left Singapore on the 2nd, and may be expected here on or about the 8th instant.

THE ENGLISH MAIL. The Pand O. steamer Khedine, with the English mail of the 10th June, left Singapore at 6 p.m. on the 5th, and may be expected here on or about the 11th instant. This packet brings replies to letters despatched from Hong-

THE AMERICAN MAIL. The P. M. steamer City of New York, with the American mail of the 15th June, left Yokoexpected here on or about the 12th instant.

STEAMERS EXPECTED. The D. D. R. steamer Polyhymnia left Singapore on the 5th, and is due here on the 12th

The O. S. S. Co.'s steamer Nester left Singapore on the 6th, and is due here on the 12th

## POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addresses need do is to note on the cover, Sent to ----, or Received at 7 p.m., or as the case may be, and forward it, "MALWA," Captain G.W. Atkinson, with Her without any other writing whatever, to the Postmaster-General. This should be acted on giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY-No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeeu. &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1896, revised to date will be found in the Daily Press Directory is the only anthorised complete Summary of Postal information published in Hongkong.

The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given A MAIL WILL CLOSE.

For Straits and Bombay.-Per Bisagno. day, the 8th inst., at 11.30 A.M. For Swatow, Amoy, and Foschow.—Per Namoa, to-morrow, the 9th inst., at 11.30 A.M. For Shanghai - Per Glenearn, to morrow, the 9th inst. at 11.30 A.M. For Straits and Bombay.—Per Zambesi, tomorrow, the 9th inst., at 2.30 P.M. For Shanghai. -Per Yangtse, to-morrow, the 9th iust., at 3.30 P.51. For Kobe and Yakahama.—Per Oxfordshire, on Thursday, the 14th inst., at 3.30 P.M. For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.

For Nagasaki, Kobe, and Yokohama.—Per Through Passago Tickets granted to England, Teheran, on Friday, the 15th inst. at 3.30 P.M. France, and Germany by all trans-Atlantic lines | For Singapore.—Fer Lydia, on Sunday, the 17th inst., at 8.30 A.M.

MAILS BY THE UNITED STATES PACKET. The United States Mail Packet Gaelic will be despatched on TUESDAY, the 12th July, with Mails for Japan, Sau Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:--2.15 P.M., Registry ceases.

may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure. The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has

MAILS BY THE BRITISH PACKET. The British Contract Packet Malwa wil be despatched on THURSDAY, the 14th July, with Mails for the United Kingdom, Europe and countries beyond, via Brindisi; to the Straits-Settlements, Netherlands India, Burmah, Caylon, India, Aden, Egypt, Malta, and

Gibraltar. The usual hours will be observed in closing the Wails, &c. The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, Coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET. The French Contract Packet Oxus will be despatched on THURSDAY, the 21st inst. with Mails to the United Kingdom, Europe and places beyond, via Naples; to Saigou, Straits Sottlements, Batavia, Burmah, Ceylou, Tons Register, Price, Commander, India (vià Madras), the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and The usual hours will be observed in closing

the Mails, &c. The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., These steamers, formerly in the CUNARD Ser- and, where Registration has been neglected, will vice, have lately received New Engines and make no enquiries into alleged losses of such

> THE FRENCH AND GERMAN MAILS. Day before Hebarture. P.M., Money Order Office closes. German Mail 4 A.M. Post Office closes, except the night box, which is always open out of office

MAILS

Day of Departure. 10 A.M., Registry of Letters ceases. Posting of all printed matter and patterns ceases. 11 A.M., Mail closes, except for Late Letters.

11.10 A.M., Letters may be posted with Late Fee of 10 cents until 11.30 A.M., when the Post Office closes entirely. 11.40 A.M., Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

No responsibility can be accepted by the Post Office for erroneous replies to verbal enquiries, or to notes addressed to subordinate officers. The shroffs told off to sell stamps should especially not be regarded as able to give correct information. The Postal Guide alone is the standard on all points on which such information

may be required. NATURE TO RESPONSIBLE FOR DEBTS Neither the Captains, the Agents, nor the OWNERS, will be RESPONSIBLE for any

DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Warbour:-Antonio, Brit. str., Wallace.—Bussell & Co. BENARTY, Brit. str., Boutillier.—Gibb, Livings-" ton & Co. CATTERTHUN, Brit: str., Dorke.—Russell & Co. GREAT ADMIRAL, Amr. sh., Rowel:—Russell & ORIENT, Ger. bk., Roder.-Wieler & Co.

Oxfordshine, Brit. str., Jones.—Russell & PACTOLUS, Amr. sh., Burnham.—Russell & Co. PROPONTIS, Brit. str., Heasley.—Arnhold, Karberg & Co. WACHUSETT, Amr. sh., Oakland.-Pastan &

# EXTRACTS.

JEAN CHOUAN. From the "Legende dessincers" of victor hug-The Whites had fled-the Blues, a cannon fring mad When they had reached an open plain and hill of gentle grade: And there behind its slope, where nor tree nor grass

Was a forest wide pervading the whole herizon round. The Whites had rallied there to count the men who

"They cry, "The chief is living, and not one now

As the Blues marched on with cannon, Jean his men addrossed. Let all for safety seek retreat, it wisest is, and best Let us travel through the forest; 'tis there we'll safety find,

On quickened wing fly off, in seeking safe retreats. So did the valiant move, for they had cause for dread, - The children all affrightened, with fear of death op-

The mothers staggered, burdened down, with infants i at their breast. Jean Chouan marched behind them, with fearless!

step and slow; And while he offered up a prayer, kept watching still the foo. All at once a cry was heard, a cry within the glade,

Her feet were forn with piersing thorns, until they freely bled; She, this woman so forlorn, cried pitcously for aid, But who was there could aid her, when this appeal

she made ? Madelaine.

All the cannon's wrath in fury on her will then descend. And God himself, and only God, can save her and Unless he come to aid her, all human succour fied, 'Tis certain that she cannot live, but is among the

And Jane still cried for succour, but who doth suc-

When she was doomed for slaughler, for cannon's mark alone? Then on the hillock rising that sloped slong the land, atand—

"'Tis I, who am Jean Chouan," with voice aloud he other of man's body, and they capeolally have "Tis he, it is the chief," the wond'ring Blues replied; And as they saw the here they had but one desire, And for that fatal purpose made him their target fire. "Save thyself, my sister, now save thyself," he said,

As pine tree in the tempest, or mast upon the wave, Jean Chouan stood to harm defy, so tranquil and so

As full of fear Jane hastened on to where the forest

He cried to Jane to speed along, her safety was assured, While he would stay sufficient time, the cannon's fire allured :

'Thou wilt yet see days quite happy, and with thy family blest, Will live to see gay festive times, with flowers upon

thy breast." And Jane sped on, while on the chief the flying shot was poured: Who smiled as if despicing death, and waved his

When all at once a cannon ball, its aim not veering Sped onward in its fatal path and struck him in the

struggle won : For self it is the will of God, and may his will be done."

conflict braved. you and saved?"

And when they had replied to him, and Jano was safe had said,

"MARY HAD A LITTLE LAMB." The well-known verses beginning "Mary had a little lamb" were founded on actual

States. One spring the farmer brought a thin and supple fingers, generally all pointsome verses about Mary's lamb and added of astrological physiognomy, into which all them to those written by John Rollstone, the old works on the subject of palmietry Rates for Advertisements. [9 words to line.] Chinese and English type correspond in the size the different Agents.

The making the complete rhyme as we know it, enter, is equally useful, and no one can be a 12 lines and under per Line ... 0s. 9d. (8 annas). of body, thereby effecting a vast economy of the different Agents. Mary took such good care of the stockings very efficient reader of the hand without con- Above twelve. made from her lamb's fleece that when she sidering these planetary influences, for, as Quarter Page (ence) 17s. R10 ) 5 per cent. off for was a grown-up woman she was able to give Dr. Saunders in another part of the preface Half one of them to a church fair in Boston. already quoted says, "Without astrologie, Whole As soon as it became known that the stock- palmistry could not subsist and be subsering was made from the fleece of "Mary's vient to true wisdom." Now, why, in the little lamb," every one wanted a piece of it; | face of this and many other equally forcible so the stocking was ravelled out and the words among the old-world authorities, do yarn cut into short pieces. Each piece was the modern writers try to force their own tied to a card on which " Mary" wrote her | crude theories upon us? To drag the timefull name, and these cards sold so well that honoured study of palmistry into the turmeil they brought the large sum of £28 to the of nineteenth-century existence, to clip and

PALMISTRY, ANCIENT AND MODERN. Of all the old-world sciences which have calm features of an antique statue: London of late become the rage, palmisity (perbaps | Society. on account of the scope it affords for flirtation) is decidedly the most popular. People shot themselves up for a few hours with one or other of the many books on this subject with which the market is just now flooded, and issue from this temporary retirement fully prepared, as they fondly believe, to read the hand. As regards the three principal lines...those of life, heart, and head-they Bookbinding in every Style by Competent get slong, fairly well; they flounder a little amongst the mounts, and having nearly excome to the line of fate and the chance lines, they give the reins to their imagina. tions and deal out to their consultants shipwrecks, wounds on the head, carriage accidents, and all the sine of the decalogue with "DAILY appalling prodigality. When saked the mean-

Old South Church, Boston.

ing of some line which has, perhaps, no signification in palmistry, rather than confess ignoruce they boldly announce it as an indication of some event in the life of their viotim of the existence of which they have al- mieux informe des grands journaux européens en ready some knowledge, or which they think langue française. is very likely to occur; this often proves a good hit, and then these modern prophets dignify this mere guesswork by the name of "intuition." Now intuition, even where it really exists, is a dangerous guide in the mat-Behind the hillock's elope, near trees that shelter give | ter of palmistry, and it is far wiser to keep | (destines specialement and pays horse d'Europe. And then Jean Chouan came; his hair the wind had of these works, and a very tenacious memory maine. Revue politique generale, chroniques before anyone is really competent to read the hand with any degree of accuracy; and, even then, curious complications of the lines will occasionally present themselves which require a good deal of research before the true meaning of them can be arrived at. To these who are really interested in this mystical study the slap-dash drawing-room palmistry is, of course, an abomination; but, perhaps, Its pathway is to us well known, which to the foe is the worst injury which this old-world science suffers nowadays is at the hands of the mo-And then as swallows move, when the storm in fury | dern writers on the subject, who all, or nearly all, seem disposed to deny its affinity to corite a l'administration, 9, RUE D'ARGENT, astrology, with which it really is inseparably Bruxelles. The weak and feeble by their side in wild disorder book on the subject of chiromancy, "Les Mystères de la Main" (written when he was under the influence of the mystic Eliphas sa periode d'abonnement. Levi, and published nearly thirty-years ago), produced what is really the best modern book on the subject of palmietry; but in this "Dernières Révilations," published just before his death, he, with the view, probably, of making his book more widely saleable, pandered to the realistic tendencies of the Particular attention is given at the Establish present day, by recanting a great part of the ment to Commercial and General Jos astrological matter advanced in his earlier. A woman 'mid the cannon's fire had an appearance and far better, work. Craig and other modern writers have followed in this track, thus All his mon had then retired, they were safely among | rendering their works comparatively worthless. One well-known writer, whilst produ-Joan Chouan stood apart and lone, when he the wo- cing a book full of the wisdom of the ancients. boldly disavows astrology in the following sentence: "The names assigned to the She was vigorous and robust, who now with pallor fled. mounts, which are those of the principal seven planets, are not given them by reason of any astrological significations which they were supposed to bear, but because we have TEN been accustomed to sonnect certain characthology." This is, of course, contrary to the views of every ancient writer—Greek, Latin,

German, Spanish Italian Franck 17 And then Jean Chousn, musing, said: "It is Jane thology." This is, of course, contrary to the She's on the point of going, mid the firing on the plain; German, Spanish, Italian, French, and English-on this subject, who one and all base the Arranged whole theory of palmistry on planetary in- INDEX, by which the date of any eyent can be fluences. Dr. Saunders, in the preface to his found at a glance. exhaustive work on palmistry and physiognomy, published in 1671 and dedicated to his friend Lilly, the great astrologer, says: " For our more orderly proceeding with the body Typnoons, &c. of this work, it is in the first place necessary to be observed that there are seven planets, called Stellæ Errantes-wandering starswhich have each of them its separate character as they are used in astrologie; the which Jean Chouan bounded fearlessly and or its height did stars have great power over inferior bodies, and do each of them govern some part or

their material existence in the hand."

MANUAL CHARACTERISTICS.

These astrological teachings of the old masters in palmistry are not only interesting. but very useful in the matter of rending the hand. For instance, in determining the mounts-those terrible stumbling-blocks to Leaves all amateurs—a regard to the type of hand Kowloon given by each planet—would-often-set-at rest. that doubtful matter. A hand will often appear to have the mounts of the Moon and that of Venue equally developed; but, in order to determine which planet is really dominant, we must look to the shape and texture of the whole hand, and if we find it presents most forcibly the type given by Venue, then this planet would be dominant; this, of course, also applies to all the other mounts, and is also a great guide when the mounts appear—as they frequently do—to be misplaced. These types are as follows:--The bands of those born under the dominant. influence of Venus are small, dimpled, and to except under unavoidable circumstances. In short than long, and with pointed tips; the thumb is small, but the root of it-the mount of Venus-is, of course, very well He still stood firm, as he remarked: "I think the developed; the palm of the hand is rosetinted, and the hand itself of a delicate pinky white. The Juniterian hand is large He stage ring turned towards the wood, nor longer fleshy, and not very white, with square-tipped fingers, thick at their base, and rather long "My friends," he cried, " reply to me, is Jane with than short; the thumb is large and the first phalanx of it-that next the nail-is longer than the second. The Saturnian hand is a FITHE TROPICAL AGRICULTURIST long bony hand with spatulated, long and Jean Chouan murmured "It is well," and suddenly large-joined fingers; the texture of the hand circulation in Ceylon, Southern and even Cenis bard, and the skin dry and of a yellow | tral and Northern India, the Straits Settlements, colour. The hand of those born under the dominant influence of the Sun has smooth fingers of the same length as the palm of the planting settlements we have had cordial aphand, and with square tips, except the third finger, which is generally pointed; the thumb measure of support. The English Indian and circumstances, and the heroine, Mary, is is of medium size, with the first and second Colonial Press have spoken in commendatory still living. About seventy years ago she phalanx of equal length; the hand is firm terms of the T. An as also Directors of Public in Workester County, Massachusetts, United whiteness. The Me curian band is long, with feeble lamb into the house and Mary adopted | ed, but the fourth finger in these hands is it as her especial pet. It became so fond of always so; the thumb is long; the hand is her that it would follow her everywhere. delicate in texture and of a soft vellowish Single copies 2s. or RI, back copies 3s. or RI; One day it followed her to the village school, white. The hand typical of the dominance | Any one of the four volumes completed, bound and, not knowing what else to do with it, of Mars is thick and strong, with short in cloth, lettered, with comprehensive index, for she put it under her desk and covered it fingers very thick at the base and with spatu- 21 10s. (or R18) carriage prepaid. with ber shawl. There it staved until Mary lated tips; the thumb is short and was called up to the teacher's desk to say with a broad spatulated tip, the first her lesson, and then the lamb walked quietly phalanx of it is much longer than suitable for the tropics Table on well and stropics to the fermion to the fer after her and the other children burst out the second; the texture of the hand is hard, the Straits Settlements, Java, and West Indies laughing. So the teacher had to shut up it is red in colour, and the backs of the or connected with agriculture, the Tropical the little girl's pet in the woodshed until fingers are often covered with bairs. The Agriculturist stands unrivalled, the work being school was over. Soon after this a young hand of those born under the Moon have constantly in the hands of Native as well as Enstudent named John Rollstone wrote a soft large hands, dimpled at the back like little rhyme about Mary and her lamb and those of people horn under Venus, but the little rhyme about Mary and her lamb and colour is of a blue white not receste like the lies on the table and is very often referred to words which the Chinese have of late years been (Chinese Daily Press). presented it to her. The lamb grew to be colour is of a blue white, not reseate like the during each month.

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The lamb grew to be colour is of a blue white, not reseate like the during each month.

T at last it died Mary grieved so much for the thumb is relatively short, with the first Assistant Director of Kew Gardens, writing of and in science generally, which the rapid advance it that her mother took some of its wool, phalanz much shorter than the second. Now the T. A., refers to it as "an astonishing re- of foreign relations has imposed upon them, are \_\_ It has been established upwards of Twenty brance of her darling. Some years after the lamb's death, Mrs. Sarah Hall, a celebrated woman who wrote many books, composed who wrote many books, composed with the mounts; a knowledge, too, madium exists. a pair of stockings for her to wear in remem- actor of the planet influencing them, it stands | botany of the East."

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